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BEAUX-ARTS INSTITUTE OF DESIGN

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THE BULLETIN OF THE BEAUX-ARTS INSTITUTE OF DESIGN

VOLUME XVII NUMBER 3 JANUARY 1941

CONTENTS

WHO'S WHO ON THE JURY 2

AN OFFICERS' TRAINING CAMP 4
Class B Problem II *(Illustrations on pages 17 to 19)*

A CANAL LOCK STATION 5
Class A Sketch II *(Illustrations on pages 19 and 20)*

A SALES OFFICE FOR A RESIDENTIAL DEVELOPMENT 6
Class C Problem II *(Illustrations on pages 22 to 24)*

A CHILDREN'S PLAYGROUND 7
Class B Sketch II *(Illustrations on page 21)*

A PRIVATE DESK, CHAIR AND LAMP 9
Elementary Interior Design I *(Illustrations on page 25)*

A WAITING ROOM IN A HOSPITAL 9
Advanced Interior Design I *(Illustrations on pages 23 and 24)*

A PLANE BASE IN THE PACIFIC 10
Class A Problem II *(Illustrations on pages 26 to 28)*

A MEDAL OF HONOR 13
Sculpture Program IV *(Illustrations on pages 28 to 30)*

REPORT OF AWARDS 13

January 2, 1941

Class B Problem II Class A Sketch II

January 9, 1941

Class C Problem II Elementary Interior Design I
Class B Sketch II Advanced Interior Design I

January 16, 1941

Class A Problem II

January 22, 1941

Sculpture Program IV

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WHO'S WHO ON THE JURY

HARRIET E. ACH, 1 Madison Ave., New York City ,

Firm: Harriet E. Ach
Studied: Architectural training in Architect's office
Courses at various museums
Member: American Institute of Decorators
Beaux-Arts Institute of Design
Awards: Various prizes for exhibition rooms,
A combination living- and bedroom arrangement,
Wall paper design award
Major Work: Large country houses, apartment hotel suites, special designs of wall papers and fabrics

GEORGE WALLER BLOW, 51 East 42nd St., New York City

Studied: Columbia School of Architecture
Member: Society of Designers for Industry
American Designers Institute
Awards: Kaufman Medal Award
Industrial Art Exhibition N.A.A.I.
Major Work: Product Design

HENRY BOEHM, 424 Madison Ave., New York City

Firm: Henry Boehm
Studied: Columbia University, Paris—Atelier Duquesne, American Academy in Rome
Member: Society of Beaux-Arts Architects
Alumni Society of the American Academy in Rome
Major Work: Chalif School of Dancing and other private work

CARL FREDERIK BRAUER, 350 East 87th St., New York City

Studied: Princeton University A.B. '32 (in Arch.), M.F.A. in Arch. 1935 R. A. N. Y. 1936 and National Council Certificate
Member: Princeton Architectural Association (Secretary)
Awards: Lowell M. Palmer Fellowship 1934-35; Wheaton College Art Center Competition 1938
Associated with Rogers & Priestley—Mention
Major Work: With Wm. Lescaze on C.B.S. Broadcasting Studio in Hollywood
With Skidmore & Owings on World's Fair Work

ALBERT W. BUTT, JR., 319 East 50th St., New York City

Firm: Reinhard & Hofmeister, 30 Rockefeller Plaza
Studied: University of Pennsylvania
Atelier Denver
Major Work: Job Captain for B. W. Morris, Architect; Manager of office of Reinhard and Hofmeister

HENRY OTIS CHAPMAN, JR., 101 Park Ave., New York City

Firm: Henry Otis Chapman, Jr. and Harold W. Beder
Studied: Yale University
Cornell (Architecture)
European Travel
Member: American Institute of Architects
Architectural League of N. Y.
Tau Beta Pi
Beaux-Arts Institute of Design
Awards: A. I. A. School Medal, Cornell 1922
Cliften Beckwith Brown Memorial Medal 1922
Charles Goodwin Sands Memorial Medal 1921 and 1922
Major Work: Firm work; 1st National Bank Greensburg, Pa.
Two buildings, Chemical Bank & Trust Co., New York (one of these received Gold Medal of Fifth Avenue Association)
Many residences

FRANK A. FAILLACE, 350 East 52nd St., New York City

Firm: Office of Raymond Loewy
Studied: Massachusetts Institute of Technology
Major Work: Designer in Transportation Dept.
Housing and General Architecture

ROGER E. HEINE, 206 Roxbury Road, Garden City, N. Y.

Studied: Cooper Union, New York University
Member: Society of American Military Engineers
Army Ordnance Association
Major Work: Engineering on New York Structures 1920-24
Large country residences Long Island and Florida

HENRY HOFMEISTER, 30 Rockefeller Plaza, New York City

Firm: Reinhard & Hofmeister
Studied: Beaux-Arts Institute of Design, Hornbostel Atelier
Member: American Institute of Architects, New York Chapter
Architectural League of New York
Building Congress, New York
Awards: Grand Prix 1937—French Government
Gold Medal 1938—Architectural League of N. Y.
Medal 1937-1938—Pittsburgh Glass Institute
Honorable Mention 1939—Architectural League of N. Y.
Gold Medal 1938—Fifth Avenue Association
Prize of Honor 1940—an American Architectural Congress
Major Work: Rockefeller Center, New York
Fifth Avenue, Flower, New York Medical College, New York
Chrysler Salon, New York
National Cash Register Co., New York
Estate for W. P. Chrysler, Maryland

ELY JACQUES KAHN, 2 Park Ave., New York City

Studied: Columbia University, B. Arch.
Columbia University, A.B.
A. D. G. F. Paris
Awards: Prix Labarre, Ecole des Beaux-Arts, Paris
Member: Fellow American Institute of Architects
Society of Beaux-Arts Architects

FREDERIC R. KING, 18 East 48th St., New York City

Firm: Wyeth and King
Studied: Columbia Architectural School
Beaux-Arts Paris (Atelier Reglone)
Member: American Institute of Architects
Society of Beaux-Arts Architects
Awards: Honorable Mention Architectural League, 1927
Honorable Mention Architectural League, 1938
Major Work: Church of the Epiphany, New York City
Women's National Republican Club, New York City
Cromwell Residence, Honolulu
Norton Art Gallery, Palm Beach, Fla.
1st National Bank, Greenwich, Conn.

PAUL MAC ALISTER, 1 East 53rd St., New York City

Studied: Pennsylvania Academy of Fine Arts
Pennsylvania Museum and School of Industrial Arts,
Yale School of Fine Arts, Yale University
Ecole des Beaux Arts, Fontainbleau, France
Major Work: 1926-1931 Designed and decorated Hotels, Yachts, Showrooms for Whitaker & Co., Inc., and Taylor-Stone Inc. Decorated executive offices for Scripps-Howard Newspapers and many country homes and apartments. Designed glassware, wallpaper, fabrics, furniture and automobile accessories.

1931 work for Earl Thompson, Universal Pictures Corp., American Water Works and Electric Co., George Vanderbilt, Francis Boyer, Fuller, Smith & Ross, Meredith Wood, Libbey-Owens-Ford Glass Co., Rockefeller Center Inc., J. Howard Holmes, Paul Garrett-General Motors and first all-steel offices in the country. Also co-designer of interiors for the Rockefeller Apartments.

1932 founded and directed in Rockefeller Center Pedac

Showroom for Sigfrid K. Lonegren Inc.; co-designer for service stations being built by Kellogg Petoleum Products Inc.

ROBERT MAC KINNON, JR., 45 Rockefeller Plaza, New York City

Firm: Office of Edward D. Stone
Studied: New York University

WILLIAM MUSCHENHEIM, 140 East 39th St., New York City

Firm: William Muschenheim, Architect
Studied: Williams College, Williamstown, Mass.
Massachusetts Institute of Technology, 1921-24
Behrens Master School of Architecture, Academy of Fine Arts, Vienna, Austria, 1925-29
Member: Beaux-Arts Institute of Design
Architectural League of New York
Awards: Degree of Master of Architecture, 1929
Behrens Prize, 1926
National Certificate of Architectural Registration Boards 1940
Major Work: Major alterations, Hotel Astor, New York, 1934 to date
Marine Transportation Building, N. Y. World's Fair, 1939
S. R. Guggenheim Museum for Non-Objective Art, 1939
Slum Clearance Proposal for Dist. No. 5, Manhattan, 1934
Numerous residential commissions

PRENTICE SANGER, 570 Lexington Ave., New York City

Firm: Prentice Sanger—Paul F. Watkeys, Associates
Studied: Harvard
Europe
Member: American Institute of Architects
American Society Landscape Architects
Major Work: Country houses and all their accessories including the landscape work. Design for the development of the city of San Juan, Porto Rico

STANLEY SHARP, 525 West 238th St., New York City

Firm: Office of Edward D. Stone
Studied: New York University
Major Work: Residential designs

ELDREDGE SNYDER, 101 Park Ave., New York City

Studied: University of Pennsylvania
Princeton University
Visiting Fellow American Academy, Rome, 1927
Extensive study in Paris, Athens, Central America, Stockholm
Awards: A.B., B. Arch., M. Arch.
Arthur Spay D. Brook Gold Medal Design, Pennsylvania
Harbeson Medal
Henry Gillette Woodman Traveling Scholarship
Sigma XI, etc
Member: American Institute of Architects
Architectural League of New York
Beaux-Arts Institute of Design, New York
Princeton Architectural Association—President
Awards: Honorable Mention both Post Office competitions, (including Covington Post Office) 1938
Prizes for two small house competitions
Major Work: In office of B. W. Morris & Morris and O'Connor
Bahamas General Trust Company
Residence Wm. S. Paley, New York
Residence Geo. F. Ryan, Newport, R. I.
Numerous smaller houses and buildings

EZRA STOLLER, 125 East 39th St., New York City

Firm: Ezra Stoller, Photographer
Studied: Industrial Design at New York University School of Architecture and Allied Arts

CHARLES E. TILTON, 9 Rockefeller Plaza, New York City

Firm: Charles E. Tilton
Studied: Swarthmore College, B.A., 1928
Columbia University Architectural School, B. Arch., 1935

LESSING WHITFORD WILLIAMS, 423 West 120th St., New York City

Firm: With Federal Housing Administration
Studied: Williams College, B.A., 1915 (Valedictory)
Columbia University, M.A., 1916, B. Arch., 1919
Ecole des Beaux-Arts, Paris, Atelier Gromort, Paris, 1920-21
Guest student at American Academy, Rome, 1921 and 1923
Member: American Institute of Architects
Society of Beaux-Arts Architects
Salmagundi Club
Vice President Architectural Alumni of Columbia University
Awards: A. I. A. medal, B.A.I.D. medals at school
Major Work: Central Church, Brooklyn, N. Y. for Halsey, McCormack and Helmer, Miquon School, Miquon, Pa., Residences and on design staff, Louvain Library.

JOHN WALTER WOOD, 9 Rockefeller Plaza, New York City

Firm: Poor and Wood, Airport Consultants
Studied: Harvard University, B.Sc., 1922
Oxford University, 1923
Harvard University, M. Arch., 1928
Ecole des Beaux-Arts, Paris, 1928
Member: American Institute of Architects
Institute of the Aeronautical Sciences
Major Work: Reinforced concrete residence and boat house, Ontario, Canada
Residence, Nassau, Bahamas, B.W.I.
Preliminary architectural drawings for outdoor aquariums, St. Augustine, Fla.
Consultant for two technical schools, U. S. Army Air Corps
Airport consultant for W.P.A. Royal Swedish Airlines, National Capital Park and Planning Commission and individual American airports
Author of "Airports—Some Elements of Design and Future Development" published by Coward McCann, Inc., 1940

WAKEFIELD WORCESTER, Washington Depot, Conn.

Studied: Cornell University
Member: American Institute of Architects
Beaux-Arts Institute of Design
Major Work: Miscellaneous university work and numerous residences

AN OFFICERS' TRAINING CAMP

CLASS B PROBLEM II

THE PROGRAM—*J. Byers Hays, Cleveland, Ohio*

The alarming state of the world is forcing us to examine critically the structure of our National Defense, including provisions for the training of officers and soldiers.

Inasmuch as the past success of Reserve Officers' Training Camps warrants rapid increase of facilities for this form of training, the National Defense Council is now planning many new camps based on these lines. Generally they will be located adjacent to regular army posts, since certain equipment and facilities needed for other than basic training can be found there.

The Officers' Training Camp under consideration will have a roster of 320 student officers, 12 regular army enlisted men and 15 regular army officers. The following permanent buildings and tents are required to form the nucleus of the camp:

1. Headquarters Building:
    - Adequate lobby with space for four clerks' desks, and record files.
    - Mail distribution room, combined with a general supply store.
    - Office for the Commanding Officer, accessible from the lobby and clerks' space.
    - Three classrooms, each seating thirty, used for training in military theory.
    - Large Recreation Room for student officers.
    - Dispensary for first-aid treatment.
2. Officers' Quarters:
    - Living facilities for 15 regular army officers assigned to the camp.
    - A small bedroom for each officer.
    - A common living room and toilet facilities.
3. Mess Hall:
    - Dining room to accommodate student officers and enlisted men at one sitting.
    - Separate dining room for regular army officers.
    - Kitchen.
    - Commissary Storage.
4. Bath House:
    - Adequate showers, washing facilities, latrines, etc.
5. Tents:
    - Layout of tents to accommodate all of the student officers should be shown and should comply with regular army regulations. Army tents are 16 feet square, and each tent is occupied by four men.
    - Twelve enlisted men who are assigned to the camp to assist in instruction, care of equipment, and keeping records, will also live in tents.
    - Student officers are required to attend short terms of summer training. They live in these army tents which will be stored in the Headquarters Building when the camp is closed.

The character of the buildings should reflect the rigid discipline of army life. Simplicity in design should also be a characteristic of these buildings inasmuch as the rapidity of initial construction is an important consideration. Because individual camps may expand under emergency conditions, a type of unit should be adopted which may be easily enlarged or extended.

A level site has been selected on the north shore of an inland body of water adjacent and to the west of a regular army post parade ground, which will be used by this camp. The lake may be used for swimming. The camp is reached by a road from the north which takes off from an arterial highway which runs east and west. Sufficient area is avalaible for any reasonable disposition of all the above requirements.

JURY OF AWARD—*January 2, 1941*

MAX ABRAMOVITZ
JAMES B. BELL
HENRY BOEHM
WILLIAM P. CRANE
PHILIP DeYOUNG
CORNELIUS FLYNN
WILLIAM GOMPERT
ROGER E. HEINE
HENRY HERING
HENRY HOFMEISTER
ROBERT JONES
JOSEPH JUDGE
WALTER KONRADY
CARL LANDEFELD
OSCAR NITZCHKE
MILTON SHERMAN
WILLIAM VAN ALEN
ADRIAN WALDORF

School Representatives:

Caleb Hornbostel, New York University
Henry A. Jandl, Princeton University
Frank Montana, University of Notre Dame
Herschel Elarth, University of Oklahoma

REPORT OF THE JURY—*Henry Hofmeister*

This problem presented a factor exceedingly vital to needs of the moment, since the training of officers is most important to the efficient conduct of our National Defense.

The Reserve Officers' Training Camps in this respect have been quite successful and have fulfilled a useful purpose.

In general, the Jury considered the vital factors of the problem, simplicity of planning and the correlation of the various units, control, circulation, access and parking acommodations. Also considered important was ease of access to service entrance to Mess Hall, by a separate drive. It was felt that the accommodations, for the regular army officers might be placed away from the center of activities although porches were introduced in some instances to overcome close proximities to roads and to other buildings.

This also applied to the location of classrooms, where it was considered important to avoid placing them too close to the bustle of the Camp, which might prove distracting for the students. The location of bath houses was also considered of extreme importance, so that the natural welfare of the camp, in relation to the grouping of the tents, could be best taken care of. Scale of rooms in relation to the number of persons accommodated was not always in keeping with actual requirements.

In most cases problems of the elevations were treated in very simple design, reflecting rigid army life and allowing for ease of construction and expansion.

In criticism it might be said that the program called for approximate detailed arrangements of plans, which were ignored in many cases. The Jury therefore felt that these requirements were misunderstood and did not judge too severely, but felt that attention should be called to this fact so that in the future problems might follow the requirements more closely.

It is interesting to note that the preliminary sketch, in a good many cases, showed a better understanding and possibility of solution than the final submission, although in some instances it displayed evidences of lack of study.

F. Baugh, Oklahoma Agricultural & Mechanical College: The disposition of the various units of the camp are excellent, showing an orderly arrangement which would enable the outfit to operate with the least amount of friction.

D. Wiesinger, New York University: This is also a well organized plan, indicating a good understanding of the problem. The relation of the various buildings is well considered for the normal well-being of the Camp.

R. Dunham, University of Illinois: A good plan, straightforward in its solution, and could be improved by switching the regular officers' quarters, from an outlook toward the service entrance.

R. D. Conner, Oklahoma Agricultural & Mechanical College: Here we have a plan that could work, with the essential requirements taken care of in good order. However, the regular army officers might have been afforded more privacy by being placed away from the Parade Ground.

J. L. Harris, Georgia School of Technology: This plan considered for its simple arrangement, but separate access to service would have been better, thus avoiding the necessity of trucks passing the recreational, classrooms, and regular army officers' quarters.

Summary of Awards

2 First Mention Placed
3 First Mention
76 Mention
23 Hors Concours
90 No Award
194 Total Submitted

A CANAL LOCK STATION

CLASS A SKETCH II

THE PROGRAM—*L. C. Dillenback, Syracuse, N. Y.*

The most important structure in a canal system from an engineering and architectural aspect is the lock station, by means of which it is possible to navigate large boats from one water level to another.

The lock is a lift basin which is closed at each end by gates. When the water gates at the lower end are closed and the water in the basin is at the upper level, boats and barges may enter from that level. The upper gates are then closed and the basin is emptied to the lower water level, the lower gates opened and the craft passes out of the lock. The process is reversible for boats going in the opposite direction.

Lock gates are water tight, resembling double doors, opening against the direction of water pressure. They are of a girder type, and miter together when closed. To open and close gates requires one minute. Each gate is flanked by cubicals 5 feet by 7 feet which protect gate and valve machines. The upper gate which faces the high water level of the lock, is protected by an emergency gate carried on an overhead steel structure.

The subject of this program is the design of a lock station which is planned as a part of a great interstate authority project. Its location is on a site where the boundaries of three cooperating states join. Therefore, it should present architectural character of interest to the thousands of tourists who yearly will be attracted to its environs by an adjoining interstate park.

The lock will be designed for a drop of eleven feet and will measure 50 x 320 feet. Space will be provided in the canal for waiting boats in both directions. In addition to the lock basin with its gates, there should be provided a power house of about six-hundred square feet for the accommodation of two generators, switch boards, and a small heating plant. These generators receive power from water wheels motivated by a sluiceway which receives and discharges water at points outside the basin dimensions. Close to the lock is a complete view of the lock operation. Adjacent to this will be offices for the chief operator and two assistant operators, together with a small tool storage room.

JURY OF AWARD—*January 2, 1941*

WILLIAM P. CRANE
ROGER E. HEINE
WALTER KONRADY
HARVEY STEVENSON
WILLIAM VAN ALEN

School Representative:

Frank Montana, University of Notre Dame

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REPORT OF THE JURY—*Walter J. Konrady*

The attempt at presentation, drawing and architecture of the major number of problems was so poor and disappointing for a Class A Sketch that the Jury felt that they should receive no consideration for any award. Many were discarded due to the fact that neither in plan nor perspective did they evidence the inclusion of all of the elements called for in the program.

It is hoped that the sketch programs will be read carefully in the future so that the student will obtain a clear mental picture of what he will eventually put to paper. After all, this type of problem is in reality that which the practicing architect is frequently required to sketch in front of his client to elucidate his own word picture of the project. It has to be done simply and rapidly but most of all, it must be so convincing that one does not have to look for an explanation of any element.

Half Mentions were given those problems which, although they contained all the elements, were not convincing solutions. The few, whose designs were premiated had made their presentations in a direct and simple manner and contained all of the elements called for, as well as some knowledge of the simplicity of architectural forms required in a design of a contemporary canal lock station.

The presentation of W. F. Shellman of Princeton University was noteworthy inasmuch as no attempt was made to circumvent any of the requirements called for. The Jury was attracted by the directness of his approach. It was of the opinion that this was the only problem that even considered in a serious fashion, that the site included an interstate authority project in the vicinity of an interstate park, that would attract tourists. His open promenade along the lock as well as a glazed observatory for tourists in conjunction with the mechanisms of operation was to be commended as much as his compliance with a major requirement—provision for an emergency gate to be carried by an overhead steel structure that could carry itself and the gate, and last, but not least—Work.

Summary of Awards

3 Mention
7 Half Mention
1 Hors Concours
78 No Award
89 Total Submitted

A SALES OFFICE FOR A RESIDENTIAL DEVELOPMENT

CLASS C PROBLEM II

THE PROGRAM—*Gardner A. Daily, San Francisco, Cal.*

On the outskirts of a city of 200,000 population a real estate developer is about to present to the public a new subdivision of medium priced lots upon which he expects to build, upon order, houses ranging to sell between $12,000 and $18,000, including lots.

As the improvements of the tract are nearing completion, he wishes to build on one of the lots an attractive sales office—a small building which will give the public an indication of the type of design he expects to be representative of the houses to be built. The design of this office must, therefore, go to neither one extreme nor the other.

The building will undoubtedly, upon completion of the development, be moved to one of the unsold lots and at a small expense be converted into a small residence.

The subdivision is upon slightly undulating ground and the site selected for the office is near the entrance to the tract on a corner lot 80' x 100' as shown on plot plan.

JURY OF AWARD—*January 9, 1941*

RICHARD M. BENNETT
CARL F. BRAUER
CARL BRAUN
ALFRED BUTT
HENRY OTIS CHAPMAN
HAROLD V. GOUBERT
MICHAEL HARE
FREDERIC R. KING
HUGH McDONALD MARTIN
CHARLES NUTT
LESLIE A. OLIVER
PRENTICE SANGER
JEAN SELTZ
GEORGE R. THOMPSON
CHARLES TILTON

REPORT OF THE JURY—*Richard M. Bennett*

The Jury decided that this problem should be judged first as an office and then as a future residence. The first requisite as a successful office would be that anyone would recognize it from the street as a sales office and not a private house. A dignified sign, flag or similar symbol might come to mind as being the easiest way to accomplish this purpose, but such means were indicated on only two problems submitted, both of which had faults which prevented them being premiated. Consequently, with the exception of W. W. Dawson's, University of Oklahoma, problem, discussed later, all of the problems failed in their primary purpose. It was also agreed that the secretary should have control of all public areas (of ample size to prevent congestion), the bath should be easily, but unobtrusively, accessible to the front door, and in the future plan one should be able to get to the bedrooms from the front door without going through the living quarters.

A great number of H. C.'s were given, and for this reason the method of giving H. C. should be recalled. The Jury first judges whether a problem is worthy of a Half Mention, Mention, or a Hold for consideration for a higher award. If the drawing gets a check the preliminary sketch is not reviewed, but for a Half Mention and higher the preliminary sketch is compared with the final drawing. A drawing is then given H. C. if an element is transposed, or character of elevation so changed that if the original sketch had been followed the final drawing would have been a failure. In this case many kitchens and baths were badly located in the original sketch and the critics correctly advised making a good plan, risking H. C., rather than developing fundamentally incorrect plans.

Of the premiated drawings W. W. Dawson's plan (University of Oklahoma) was outstanding. By his placing of the house on the lot, passersby would know the house was the office, not a residence. The bath was well located for use off the entry, the secretary controlled the whole inner area and the public space was ample. As the house was to be moved, according to the program, this site planning was brilliant. The elevations and interior detail were not up to the plan. Note that in its final form one could reach the sleeping quarters without going through the living room.

R. Cochran, Oklahoma A. & M. College, had a good plan, fine elevation, a good all-round problem without the advertising value many hoped to find. R. D. Clem's (University of Oklahoma) public space was especially commended and while the building functions well as an office it would make an even better dwelling.

A. L. Rosenthal, New York University, had a beautiful presentation, and a plan that looked like a successful office, with a screen wall for exhibits and desk space for many salesmen. He included a plan showing the future arrangement as a dwelling.

Generally speaking, the character of elevation and excellence of domestic planning had the highest praise of the architects on the Jury. The increasingly higher standard of work found in Class C since it was started a few years ago is inspiring to watch. However, in this case, the dual purpose of the program seems to have escaped nearly everyone. This may be due to the anti-commercial streak found in most architects, but that is hardly sufficient excuse.

Summary of Awards

4 First Mention Placed
5 First Mention
38 Mention
49 Half Mention
19 Hors Concours
19 No Award
134 Drawings Submitted

A CHILDREN'S PLAYGROUND

CLASS B SKETCH II

THE PROGRAM—*Alfred Geiffert, Jr., New York City*

A children's playground is to be developed in a suburban area of a city of 600,000 population. The site purchased by the planning commission consists of approximately eight acres located on an eminence about the east bank of a large river. The site is bordered on the east and south by residential streets and on the north and west by lands purchased for a parkway leading out from the center of the city. There will be access from this parkway to the playground. The site is generally level but dips sharply on the west and south boundaries. Fine views may be had to the northwest and southwest. Access to the river is not practicable. The site has been purchased because of its pleasant situation and because of its ready accessibility to the population of the community, which lies to the east and south.

It is desired that the development shall include:

1. A field house large enough to contain a small auditorium (150 persons) with stage, boys and girls play and work rooms, toilets and playground superintendent's office.
2. Game area for older children to provide for such games as Badminton, Volley Ball, Tether Tennis, Paddle Tennis, Shuffle Board, etc. approximately 11,000 square feet.
3. Game area for younger children of approximately 9,000 sq. ft. to provide for games and activities for lower organization and less competitive skill such as Dodge Ball, Bean Ball, Schlaag Ball, Hopscotch, etc. and a small wading pool.
4. Play and sitting area of approximately 3,500 sq. ft. for pre-school age children who will be accompanied by parents or nursemaids.
5. Tennis Courts (two).
6. Play field for Soft Ball and other field games, approximately 90,000 sq. ft.
7. Picnic area.
8. Small Council Ring for Scout Groups.
(Highly organized team play (football, baseball, etc.) is provided for in large recreation centers elsewhere in the park and recreation system.)

JURY OF AWARD—*January 9, 1941*

WESLEY BISSELL
FRANK FAILLACE
ARMISTEAD FITZHUGH
ROBERT McKINNON
WILLIAM MUSCHENHEIM
LESSING WHITFORD WILLIAMS
WAKEFIELD WORCESTER

REPORT OF THE JURY—*Lessing Whitford Williams*

The planning of outdoor landscaping differs little in approach and method from that of a building. In either case, the elements consist of portions of enclosed space connected by circulation. The shapes and sizes of the spaces are different, the means of enclosure may seem strange, but the problems of plan arrangement are the same, and the artistic treatment subject to the same laws of fitness and proportion, as in any other architectural problem.

A playground in a residential neighborhood not only is a workshop for recreation, but must inevitably be a part of the neighborhood park system. Even private property, in a well ordered suburban community, is controlled to ensure the maintenance of a more or less uniform park-like character. The program was clear in listing the practical requirements and in describing a site "chosen for its pleasant situation"—surely intended to be made more pleasant rather than less. Many drawings showed disregard of either the practical necessities or the possibilities of artistic arrangement. Circulation was not mentioned specifically in the program, but it should be obvious that if a playground of this size is to be used by enough people to justify building it, then maintenance and control would be nearly impossible without defined entrances, and without paving at least the portion of the circulation nearest the entrances, where people have not yet had a chance to spread out. While admitting various viewpoints as to the emphasis on paving and control, the jury did look for a decision.

The form and disposition of the circulation is interconnected with the treatment of the eight required plan elements. Some of these, notably the last two, suggest naturalistic treatment, while the field house and tennis courts inevitably have sharply defined boundaries, and the remaining parts leave wide room for choice. One does not need experience of playgrounds to imagine that the frequent irruption of older children into the pre-school area might be highly disturbing to both children and guardians, and that there is a reason why this group is usually located within easiest reach of certain facilities called for in the building, or that the work of the playground director would be easier with at least some slight separation, however naturalistic in form, between the different playfields. A mistake such as false orientation of the tennis courts, was not considered so important, in a nine hour sketch, as that they be placed thoughtfully.

No one location of the building seemed to have conclusive advantage. Entrance from the source of patronage, to the East and South, should of course be easy. A building near that entrance is convenient, helps to screen some of the harsher playground elements from those who pass by on the residential streets. It lends itself to a garden framed between it and those streets, and it commands the view. But another site may have the practical virtue of central location, without being noticeably harder to reach, while a great deal of charm was seen in the placing of the building well to the West, with a terrace toward the view, the bustle of the players being screened by the building. The plot is flat enough so that visual control by the superintendent would be sufficient from any of these locations. The appearance of the plot from the boundary streets to the East and South is highly important; only a few plans showed boundary or screen planting, even of rudimentary, unstudied sort, and fewer tied the inevitable street trees into the composition.

The Jury asked that condemnation be expressed of prevalent affectations in rendering, affectations so meaningless that they prevented a clear statement of the design and led the student into composing patterns on paper that would not exist in reality. The problem was considered to be one of planning, and each plan was analyzed for compliance with a series of required or derived interrelationships. If it failed to meet the test of practicability and gracious form, no rendering could avail. The Jury was never intolerant of inexperience or simplicity, but it was grieved to see thought and effort wasted on affected stylization where keen planning was wanted, and a very simple presentation entirely fitting.

The Mention drawing of A. Higuera, Jr. of Catholic University, showed sound organization and pleasant forms, which the stylized indication did not succeed in obscuring. The building was well thought out, its parts separately expressed, but framing a plaza toward the view. In so small an auditorium, the wedge shape may be unnecessary, but the danger of restlessness due to that form was not magnified by over-emphasis. The introduction of a promenade with formally spaced large trees was liked. Walks are indicated, perhaps barely sufficiently, the pre-school area has definite boundaries, and the tennis courts are screened, with boundary planting indicated also elsewhere.

D. Murray, Oklahoma Agricultural and Mechanical College, gained his Mention with the location of the building at the West of the property. The perspective of the building was less carefully rendered than many, but indicated a workable idea, while in plan the relation of the building to the series of terraces grouped around it was felt to have very interesting possibilities, for beauty as well as segregation. The placing of the pre-school youngsters so close to the parkway would have been criticized if the area had not been walled in. Here again, there is a promenade, well placed for the view. The fact that the Western entrance is made large to match the scale of the parkway causes the Eastern one to look insignificant. It is true that the two are not seen together but people remember when there is too much contrast.

Of the drawings awarded Half Mention, Y. Kawamoto, Catholic University, showed a particularly pleasing building, the plan workable but somewhat hard. R. Martini, of the same school, developed a walk toward the Northwest that was well received. J. B. Carney, University of Notre Dame, in addition to a well conceived building, arranged an approach that would be exceedingly effective in some neighborhoods but with the centre of the plan weaker in character. The picnickers are shut off from the view, but that at least spares others the sight of the picnic ground. J. C. Page, University of Virginia, had a workable scheme, the possibilities of which were only partially developed. S. H. Lane, Kansas State College, in a straightforward presentation, grouped building and smaller play areas in rectangular pattern along the East and South borders, leaving the rest free for one large playfield. By contrast, V. M. Shipley, Georgia School of Technology, developed a not dissimilar grouping in more irregular fashion by turning the elements at an angle to match the contours, a device that is very difficult to make look convincing unless some adjacent local condition justifies it, particularly on the South, in this case.

Summary of Awards

2 Mention
6 Half Mention
136 No Award
144 Total Submitted

A PRIVATE DESK, CHAIR AND LAMP

ELEMENTARY INTERIOR DESIGN I

THE PROGRAM—*Edward D. Stone, New York City*

This problem is to design a desk for a writer who does a great deal of research work. He requires in addition to the usual desk facilities, space for four letter files each 24" deep, 14" wide and 12½" high, space for about fifty books, and storage for miscellaneous materials which he needs in his work. He will not require a typewriter.

The size and shape need not follow that of the conventional desk, since he wants as much space as possible for laying out his data. A chair should be designed in character with the desk.

Arrangement must be made for adequate lighting of this work space. Such lighting should be designed to be placed on or attached to the desk since in the future the desk and lighting thereof may be removed to some other location.

JURY OF AWARD—*January 9, 1941*

MRS. HARRIET ACH
GEORGE BLOW
FRANCIS H. LENYGON
PAUL MacALISTER
STANLEY SHARP
EZRA STOLLER

REPORT OF JURY—*Francis H. Lenygon*

In these days when so much furniture is specially designed for the particular room or office, this problem is a very timely one. In general, the students handled their task in an excellent manner. The following were especially worthy of notice.

First Mention, P. B. Godollei, University of Notre Dame: A very clearly presented scheme with adequate lighting, comfortable chair with easy access to drawers, and an especially good treatment for reference books on the right, and miscellaneous material on the left.

First Mention, N. H. Evins, Georgia School of Technology: Submitted one of the simplest designs, yet well thought out and adequate in every respect. It also has many ingenious fittings.

Mention, R. S. Kerson, University of Pennsylvania: Submitted one of the most beautiful presentations in the contest, but a little lacking in the design of the desk portion.

Mention, G. R. Palmer, University of California: Submitted a very consistent design, but the large sloping chair is more suitable for a sitting out porch.

Mention, E. Roberts, University of Illinois: Submitted a very attractive scheme with especially good treatment for books let into the lefthand side of the desk, and placed on the angle. The design of the desk chair with its stumpy column support prevented the scheme from going further.

Half Mention, U. D. Rossi, University of Notre Dame: Met all conditions completely. The filing cabinets light automatically on opening. The group would have scored higher with a little more originality.

Half Mention, R. M. Schoenbrod, University of Pennsylvania: Made himself extra work at the movable bookcase end. The lighting was adequate for the desk, but not for the books.

Half Mention, C. G. Andrews, Oklahoma A. & M. College: Submitted many ingenious items but presented them in a rather dull manner.

Half Mention, G. Katzoff, New York University: Submitted a very free and easy presentation, which would have gone further if better accommodation for books had been provided.

Summary of Awards

2 First Mention
3 Mention
4 Half Mention
6 No Award
15 Total Submitted

A WAITING ROOM IN A HOSPITAL

ADVANCED INTERIOR DESIGN I

THE PROGRAM—*Walter Sanders, New York City*

Science in recent times has made great advances in the care and prevention of sickness. Correspondingly, new equipment, technique and hospital planning have developed rapidly. The arrangement for the comfort and convenience of visitors to the sick in hospitals has however received less attention.

A small general hospital proposes to install in its new building a waiting room on each floor. The design of one of these is the subject of this problem. The hospital authorities believe that friends and relatives of those patients critically ill, should be received and treated differently than mere well-wishers of convalescents. Other restrictions, however, make impossible a complete separation of these two types of visitors. Accordingly, it is desired that the waiting space be so arranged and equipped that its flexibility permits the dignity of semi-privacy for those desiring it, yet mild diversions are available for those no longer seriously concerned with the recovery of friends.

The space is approximately 18 feet wide by 25 feet long and 10 feet high. A controlled entrance is at one of the short ends, and toilet facilities for visitors at the other. One long side of the space is an outside, north wall, and may be considered a clear span. The amount and type of windows in this single outside wall is left to the discretion of the designer since the building is completely air conditioned. Use of the room during the night as well as in the daytime makes artificial lighting of importance, and the lack of direct sunlight makes important the use of color.

JURY OF AWARD—*January 9, 1941*

MRS. HARRIET ACH	PAUL MacALISTER
GEORGE BLOW	STANLEY SHARP
FRANCIS H. LENYGON	EZRA STOLLER

REPORT OF THE JURY—*Francis H. Lenygon*

The majority of the students seemed to have understood this excellent problem except that the "controlled" entrance door caused some concern, as some had the desk and chair inside the room, and the other presupposed that the control would be taken care of outside in the hall. Some of the students did not tackle the problem at all, but merely made a display of bentwood and other curious shapes of furniture, scattered around in isolated position.

First Mention, M. Rokahr, University of Nebraska: In this case the student had a solid wall separating the private wing from the public end. The color treatment in pastel greys, yellow and green was very pleasing.

First Mention, G. Katzoff, New York University: This was an attractively presented scheme in grey, yellow and red coloring. It provided rather inadequate seating accommodation, but it is supposed that more chairs could be brought into the room. The separation between the private and public sections well taken care of.

Mention, S. Russell, University of Nebraska: This student made one of the best schemes, and would have gone further except that the Jury felt too much space had been lost in this rather small room by the circular and other shaped ends, thereby losing many cubic feet in the corners.

Mention, F. Binckley, University of Oklahoma: This was one of the most practical schemes presented by any of the students. The combination of the reddish colored wood and the blue upholstery together with the bluish glass blocks made the scheme rather like a smoking room on a railroad car, but yet it has to be admitted this was the best solution.

Half Mention, B. J. Graheck: Here was an instance of the control desk being inside the room. The student designed a horseshoe-shaped enclosure to take care of this item, thereby using up a lot of valuable space. The presentation in greys and yellows was beautifully done.

Summary of Awards

2 First Mention	6 Half Mention
2 Mention	5 No Award

15 Total Submitted

A PLANE BASE IN THE PACIFIC

CLASS A PROBLEM II

THE PROGRAM—*Alfred Easton Poor, New York, N. Y.*

A new Commercial Air Line has secured exclusive use of an island in the Pacific which is to serve as an overnight stop on flights from the West Coast of South America to New Zealand. The island is irregular in shape and about two square miles in area, but a certain level portion of it is approximately 1½ square miles in area, and from 10 to 15 feet above high water level. The highest point on the island is 100 feet above high water, as marked on diagram.

While the Air Line will start its service with four motor flying boats of the "Clipper" type it may shift all or part of its service to two or four motored land planes within the next ten years. The subject of this program is to design a combined land plane and seaplane base of a size adequate to provide for expansion during the next ten years.

The service will start with one flight a week in each direction, stepped up to two a week by the end of the first year and reach a maximum of four planes a day in each direction at the end of ten years. Provision will have to be made to accommodate passengers over night, and for three or four days in case of storms. Housing will have to be provided for the permanent personnel based on the island, and docking facilities will have to be provided for landing supplies. While the base shall be designed primarily as a Commercial Airport, the Army and Navy might use it as an unfortified secondary field in case of war.

The prevailing winds are westerly varying from southwest to northwest. The glide path of planes shall be assumed to be 30 to 1; i.e. 30 feet horizontal to 1 foot vertical. Approaches to the landing field and to the alighting water shall be clear of obstructions within this glide path. For instrument landings, this ratio is 40 to 1.

The following will be required:

A. Land plane field approximately 1 square mile in area. This shall have either 3 or 4 paved runways, providing landing facilities in 6 or 8 wind directions. Runways shall be at least 150 feet wide, and as long as possible. One runway shall be parallel to the direction of the prevailing wind, and this runway will be used for instrument landings.

B. Sheltered basin, landing stage, and slipway for flying boats. (This alighting water will cover too large an area to show more than a portion of it on the sheet.) Artificial breakwaters will be necessary, and these should be indicated.

C. Combined land plane and seaplane administration building. This building serves the same function as a railroad terminal building with the addition of housing customs, mail and air express facilities, and office space for the administration of the airport. It should be large enough to provide for 200 passengers at one time. It is important to protect passengers from the weather while going from the administration building to either a land plane or a seaplane.

D. Traffic control tower. This may be a part of the administration building. All portions of the landing field and alighting water should be visible from this tower.

E. Two hangars for seaplanes and four hangars for land planes. Seaplane hangars shall have clear spans of 300 feet and a minimum door clearance height of 50 feet; land plane hangars, spans of 250 feet and door clearance height of 40 feet. Hangars will have attached lean-tos containing repair shops, and storage for spare parts, oil, gas, etc.

F. Hotel facilities for passengers. These shall include accommodations for 200 passengers. It is planned that although only 100 will be taken care of now, the other 100 will be required as time goes on. The public rooms of the hotel shall comprise lounge, bar and game room, dining room and necessary kitchens. Tennis courts and clock golf shall be provided to entertain passengers in case of delay caused by storms. Passengers and baggage will be taken to and from administration building by cars, consequently garages must be provided.

G. Accommodations for permanent personnel:

1. House for resident Airport Manager.
2. Eight houses for married personnel.
3. Housing for 20 unmarried mechanics.
4. Housing for hotel staff and waiters.

H. Wharf in sheltered area for landing supplies from small cargo boats.

I. Power plant to make electricity to operate all facilities, and to light the airport.

J. Vegetable gardens to raise certain of the supplies required by the permanent personnel and passengers.

While there will never be as congested traffic at this plane base as occurs at a Municipal Airport for a large city, it is important to remember that the primary advantage of air travel is speed, and therefore the land plane field and the seaplane handling facilities and the administration building shall be so designed and so interrelated that:

1. Planes shall have a minimum distance to taxi from position of landing to loading platform or landing stage.

2. Passengers shall have a minimum distance to walk from the waiting room in the administration building to the loading platform or landing stage.

3. Air mail, and air express, and passengers' baggage which is handled separately from passengers, shall be moved in the quickest and easiest way.

4. Planes taxiing on the field or water from position of alighting to loading dock or landing stage or to hangars should not cross circulation of planes taking off or landing.

JURY OF AWARD—*January 16, 1941*

LEWIS G. ADAMS
JAMES EATON
ALFRED FELLHEIMER
DON E. HATCH
GERALD HOLMES
A. MUSGRAVE HYDE
ELY JACQUES KAHN
FRANCIS KEALLY
ROY LARSON
HERVEY LAW

BENJAMIN MOSKOWITZ
ALFRED EASTON POOR
PETER SCHLADERMUNDT
IRVIN L. SCOTT
ELDREDGE SNYDER
R. DOULTON STOTT
STEWART WAGNER
LEONARD B. WAMNES
JOHN WALTER WOOD

LT. COLONEL EDWARD MURBAND

School Representatives:

Donald K. Ritchey, Carnegie Institute of Technology
Kenneth J. Heidrich, Pennsylvania State College
William Scheick, University of Illinois

REPORT OF THE JURY—*John Walter Wood*

The Jury wishes to thank the following aviation experts for their valuable assistance during the judgment: Mr. James Eaton, Vice President of American Export Lines; Lt. Col. Edward Urband, Air Officer, Governor's Island, New York; Hervey Law, Civil Aeronautics Administration.

The Program. The Jury considered the program well written, interesting and very timely.

As indicated in the program, the problem to be solved was primarily one of circulation and control,—circulation of planes in the air, on land and water, circulation of surface vehicles, passengers and freight, and control of these various categories of traffic.

The Judgment. While the Jury realized that information on the fundamentals of airport design (aside from those noted in the program) was not easy to obtain by those submitting problems, due to the limited amount of information on the subject available, the Jury had, nevertheless, to base their judgment on the fundamental requirements of air transport needs.

The problems, therefore, were judged primarily on the basis of:

1. Adequate flight requirements, that is suitable length and orientation of runways, clear air approaches to the airport, sufficient spacing of buildings and plane taxiing and parking areas from runways, the location of the traffic control tower to command a view of the entire landing area. (Rarely was sufficient emphasis given in the problems to this last vital requirement, although it was expressly called for in the program.)

2. Adequate traffic circulation of all categories of air and surface traffic, by the just relation of runways, buildings, roads, etc.

3. The relation of "parti" to site, i.e. to the bay furnishing natural shelter from prevailing winds, the 100-foot elevation, the configuration and greatest dimensions of the Island.

4. Location of subsidiary elements: wharf, power plant, hotel, living quarters for airport personnel, etc., to fulfill the practical requirements and to take best advantage of the site.

5. The design of the Administration Building.

The Problems. The Jury was of the opinion that the majority of problems showed that the general requirements of the program had been well analyzed and that on the whole they presented at least workable solutions. The problems awarded 2nd Medals were considered to have not only fulfilled the basic requirements, but, going further, they well expressed these requirements in their disposition of the various elements listed in the program.

In one or two cases leniency was shown in awarding Mentions to problems which had the runways so oriented that one of the principal air approaches (into prevailing winds) was directly over the only high elevation of the Island; another problem placed a runway *between* hangars and Administration Building, although the program emphasized the importance of clear approaches and avoidance of cross circulation of runways by taxiing planes.

Those problems which disregarded the natural advantages to be gained by making maximum use of the large sheltered bay, and placed their airport buildings on the *North* side of the Island in a relatively narrow, crowded strip of land lying between the long East-West instrument landing runway and the sea, failed to receive a Mention since they failed to make good use of the site and failed to provide adequate flight requirements.

Some of the other problems failed to receive a Mention (and some of the better organized problems received Mentions instead of a 2nd Medal) on account of flight obstructions such as hangars, control tower, power house or hotel close to the ends of runways, directly in the flight path of plane landings or take-offs, or very close (in some cases but a plane's span) from the sides of runways, thus leaving a scant margin of safety for the high speed take-offs and landings of the heavy transport planes of today.

It may be added, parenthetically, that many important commercial airports in use today have some of these and similar undesirable features.

The Jury felt that by far the most practical solutions offered (from the point of view of safe flight operation, traffic circulation, adequate shelter for the manoeuvering of seaplanes at the loading points, economy of freight movement from wharf to airport buildings, the combining of land and seaplane operation and possible future expansion of facilities) were those problems which placed the airport buildings on the western, and most sheltered, shore of the main bay of the Island, with all runways providing unobstructed flight paths for planes, and the long instrument-landing runway placed to take advantage of the greatest unobstructed length (East-West) of the Island. This general "parti" permitted a relatively compact, but not crowded, layout of airport buildings.

The renderings of many of the problems showed realism and a nice feeling of the program by indicating the airport beacon on the highest point of the Island, by indicating or suggesting airport lighting, and some showed the airport at night under full illumination of the lighting system.

The Second Medals. These awards followed, with variations, the "parti" already outlined.

The Second Medals for the most part showed that with the very large area available for airport development, there was no need to crowd the airport buildings; from the traffic control towers of most of these problems a clear view of the entire landing area is available (all but one provided a view of the *ends* of all runways from the control tower); all provided clear approaches to all runways; all expressed the need of wide aprons on the water-side of seaplane hangars and on the land side of land plane hangars; all seaplane hangars by their orientation and location could later be used by land planes (if future needs should make this necessary, as was suggested in the program).

Although in making awards the planning of Administration Buildings was taken into consideration by the Jury, the problems were judged primarily on the basis of airport layout. No First Medals were awarded for, among other reasons, the Jury did not consider that any of the Administration Buildings were in a First Medal class. In general the Administration Buildings did not have very good circulation, it was felt that they were in general undistinguished in design, and very few were capable of future expansion, a vital consideration in any airport Administration Building. It may be said, however, that some of these buildings (particularly some shown by means of photographs of models) showed that they had received careful and realistic study and that the effort thus expended had been very worthwhile—even though their authors may not have thereby reaped a direct benefit in the awards.

Conclusion and Some Suggestions. We all know the necessity of good circulation, as expressed in the planning of any building or group of buildings, but this requirement is absolutely fundamental and vital in an airport, not only to permit the handling (without congestion) of a large volume of traffic of many categories, but upon good traffic circulation depends the safety of the public, air passengers, costly aircraft, the success of an important industry.

Good circulation for an airport also implies plenty of room for the manoeuvering and parking of large planes of continuously increasing dimensions, near the passenger and freight loading points and on the aprons adjacent to both land and seaplane hangars. This means that plenty of space must be provided between runways (or seaplane ramps) and hangars, hangar aprons and plane parking areas. According to present practice there should be at least 750 feet between the centre line of runways and any obstructions to flight operation, including those mentioned above. To illustrate the need for elbow room (apart from today's greatly increasing volume of plane traffic) a U. S. Army bomber, about ready for flight testing, has the following specifications: span 212 ft., length 132 ft., height 42.75 ft., gross weight 82 tons. In the past the bomber of "today" has frequently become the transport of "tomorrow".

In general, adequate flight requirements, circulation for increasing volumes of plane, passenger, freight and automobile traffic, airport design to permit expansion of all airport facilities to meet these fast growing demands, are among the most vital of airport planning requirements.

Apart from the program itself, these, I believe, are some of the reasons which led the Jury, in their judgment of this problem, to lay especial emphasis on the fundamentals of airport design.

Summary of Awards

5 Second Medal
80 Mention
2 Hors Concours
44 No Award
131 Drawings Submitted

A MEDAL OF HONOR

SCULPTURE PROGRAM IV

The American Institute of Architects has decided to award a Gold medal to the designer of the best Small House executed, during the year, by one of its members.

The subject of this competition is to design this medal, which in final execution will be 2 inches in its greatest dimension. The shape of the medal and a suitable inscription thereon, are optional with the competitor. Only one side of the medal is to be designed.

JURY OF AWARD—*January 22, 1941*

GAETANO CECERE
PETER DALTON
LEON V. SOLON
WILLIAM VAN ALEN

Summary of Awards

3 First Mention Placed
2 First Mention
5 Mention
6 Hors Concours
3 No Award
19 Models Submitted

REPORT OF AWARDS

Department of Architecture

An Officers' Training Camp

CLASS B PROBLEM II—194 DRAWINGS SUBMITTED

JUDGMENT OF JANUARY 2, 1941

CATHOLIC UNIVERSITY OF AMERICA:
Mention: R. Allard, D. Antinozzi, Jr., E. L. Daly, A. Higuera, Jr., Y. Kawamoto, B. Kellenyi, R. E. Steagall
No Award: 8

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Mention: N. W. Parker, J. A. Rode, J. A. Scott
No Award: 6

ATELIER DENVER:
No Award: 1

ATELIER DETROIT:
No Award: 1

DREXEL INSTITUTE, PHILADELPHIA:
Hors Concours: J. Merz
No Award: 1

ATELIER GAUDREAU, BALTIMORE:
No Award: 1

GEORGIA SCHOOL OF TECHNOLOGY:
First Mention: J. L. Harris
Mention: W. Hirsch, S. T. Hurst, Jr., J. A. Miller, V. M. Shipley, Jr., W. C. Thomson, T. W. Tisdale
Hors Concours: J. H. Humphrey, Jr., J. R. Johnston, Jr. S. G. Miller

KANSAS STATE COLLEGE:
Mention: C. E. Kaiser
Hors Concours: D. Laramey
No Award: 1

NEW YORK UNIVERSITY:
First Mention Placed: D. Wiesinger
Mention: M. Z. Caplan, R. D. Knight, M. Rosenfeld, P. Sternbach
Hors Concours: W. Chapman, P. Ifill, E. Schwartz
No Award: 10

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
First Mention Placed: F. Baugh
First Mention: R. D. Conner
Mention: C. Drown, W. H. Elliott, Jr., W. O. Farrar, W. A. Fincke, J. Kennedy, Jr., E. H. Leonard, V. McCoy, A. W. Morey, Jr., D. G. Murray, F. Pojezny, Jr., C. E. Stanfield, R. A. Wallace
No Award: 2

PENNSYLVANIA STATE COLLEGE:
Mention: M. Anderson, R. O. Allen, J. B. Bogar, W. R. Burns, M. J. Fulton, C. E. Handschuh, J. E. Ligo, E. G. Petrazio
Hors Concours: M. Schwartz
No Award: 1

PRINCETON UNIVERSITY:
Mention: W. A. Gilroy, Jr., W. M. Hunt
Hors Concours: E. B. Baetjer, W. L. Cranston, G. Curry, Jr., F. A. Fletcher, Jr., T. Y. Gorman, A. C. Rogers
No Award: 1

RICE INSTITUTE:
Hors Concours: D. Holmes
No Award: 3

UNIVERSITY OF ILLINOIS:
First Mention: R. Dunham
Mention: J. W. Barnes, J. Baker, R. C. Calahan, G. Deuth, M. Fitch, H. A. Hudson, III, W. H. Isley, C. E. King, C. McKirahan, W. C. McCormick, A. W. Neumann, E. C. Scholer, E. B. Storako, R. R. Thompson, F. B. Wilson, A. E. Warren
Hors Concours: J. D. Anderson, W. Eng, K. J. Holzinger, A. Witthoefft
No Award: 9

UNIVERSITY OF KENTUCKY:
Mention: H. C. Young
No Award: 1

UNIVERSITY OF NEBRASKA:
No Award: 1

UNIVERSITY OF NOTRE DAME:
Mention: C. F. Bracke, J. J. Sherer, G. Supplitt
No Award: 2

UNIVERSITY OF OKLAHOMA:
Mention: C. J. Baker, Jr., A. Schuman
Hors Concours: C. R. Dyer
No Award: 4

UNIVERSITY OF PENNSYLVANIA:
Mention: W. H. Crawford, R. F. Dawson, E. G. Flannagan, Jr., W. Mitchell, W. D. Shay, F. Weiss
No Award: 11

UNIVERSITY OF VIRGINIA:
Mention: V. Elmaleh, K. Garvin, P. A. Hewlett, Jr., W. C. Tyler, Jr.
Hors Concours: B. W. Davis, A. D. Kerley
No Award: 21

WASHINGTON UNIVERSITY:
No Award: 4

UNAFFILIATED:
AMHERST, MASS.:
No Award: 1

ARLINGTON, VA.:
Mention: R. J. Wirz

A Canal Lock Station

CLASS A SKETCH II—89 DRAWINGS SUBMITTED

JUDGMENT OF JANUARY 2, 1941

NEW YORK UNIVERSITY:
Mention: V. W. SeeBach

PRINCETON UNIVERSITY:
Mention: W. F. Shellman, Jr.
Half Mention: E. A. Moulthrop, J. K. Shear

UNIVERSITY OF ILLINOIS:
Half Mention: J. F. Ehlert
Hors Concours: S. G. Paulsen

UNIVERSITY OF NOTRE DAME:
Mention: R. A. Nolan
Half Mention: M. Paskin

UNIVERSITY OF OKLAHOMA:
Half Mention: J. Knight

UNIVERSITY OF PENNSYLVANIA:
Half Mention: R. L. Ackoff

UNAFFILIATED:
AUBURN, ALABAMA:
Half Mention: B. A. Bond

A Sales Office for a Residential Development

CLASS C PROBLEM II—134 DRAWINGS SUBMITTED

JUDGMENT OF JANUARY 9, 1941

CATHOLIC UNIVERSITY OF AMERICA:
Half Mention: J. P. Chirieleison, J. A. DeGroot, V. Donnally, A. Mullen
No Award: 7

CLEVELAND SCHOOL OF ARCHITECTURE, W.R.U.:
Mention: W. W. Culver, W. E. Hoffman
Half Mention: J. H. Hofmann, G. C. Means, Jr., E. H. Nord, F. E. Poseler
No Award: 3

ATELIER DENVER:
Mention: K. R. Fuller
No Award: 1

ATELIER DETROIT:
Half Mention: V. A. Rantanen
No Award: 2

ATELIER ESCHWEILER, MILWAUKEE:
Half Mention: H. E. Schroeder

ATELIER GAUDREAU, BALTIMORE:
Half Mention: M. Aron

ATELIER GNERRE, NEW YORK:
Half Mention: J. Gnerre

KANSAS STATE COLLEGE:
Mention: D. Brown, A. V. Johnson, R. R. Rosenfeld

NEW YORK UNIVERSITY:
First Mention Placed: A. L. Rosenthal
First Mention: L. Freedman, I. Gershonowitz, L. Laguna, J. Stein
Half Mention: J. W. Carter, L. Rosenbaum
Hors Concours: D. DeMatteis, H. R. Lichtman, M. Metsky, L. Reich, C. Trowbridge
No Award: 1

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
First Mention Placed: R. Cochrane
First Mention: O. F. Harlan
Mention: D. P. DeWitt, V. Maxwell, J. R. Nusbaum, A. Orr, Jr., H. E. Wienecke, H. Williams
Half Mention: D. L. Cotner
Hors Concours: S. W. Davis, W. C. Henrici

THE RICE INSTITUTE:
Mention: G. F. Pierce, Jr.
Half Mention: J. S. Ward, Jr.

SAN FRANCISCO ARCHITECTURAL CLUB:
Mention: L. Cleal
Half Mention: G. G. Holt, J. R. Oyarzo, W. D. Palenz
No Award: 1

T-SQUARE CLUB ATELIER OF PHILADELPHIA:
Half Mention: A. Hofmann, J. Medicus
No Award: 2

UNIVERSITY OF ILLINOIS:
Mention: J. Allen, D. Boone, E. B. Cline, R. M. Cleveland, R. Conrad, Jr., R. N. Conte, G. W. Gunn, Jr., P. Graven, J. T. Hart, D. Kaplan, J. Lothrop, S. Playter, R. Schumacher, Jr., M. Schroeder, J. Y. Tang, J. D. Train, C. E. Ware, E. K. Roberto
Half Mention: J. E. Anderson, J. Beckman, J. T. Bear, B. B. Boruff, J. A. Collins, L. C. Cordogan, L. N. Davis, R. H. Dagit, E. T. Gerding, L. E. Gertsch, G. H. Hennegar, H. J. Hoodwin, C. Harris, Jr., G. Johnson, W. E. Kellam, R. H. McCarthy, B. Popov, B. Parnes, L. J. Selzer, A. W. Seidenschwartz
Hors Concours: H. E. Arp, M. Broyles, B. J. Daab, B. Francke, Jr., E. E. Lohr, J. R. Moskewitz, K. L. Rowe, R. Schaub, M. C. Shedd, R. E. Spencer
No Award: 1

UNIVERSITY OF KENTUCKY:
Half Mention: J. D. Graham, P. A. Johnson, L. D. Rekoon

UNIVERSITY OF NOTRE DAME:
Mention: P. Godollei
Half Mention: W. Bond, R. Hackner, E. L. Holland
Hors Concours: J. J. Gallagher
No Award: 1

UNIVERSITY OF OKLAHOMA:
First Mention Placed: R. D. Clem, W. W. Dawson
Mention: W. A. Appleby, Jr., D. C. Byrd, O. D. Donaldson, R. F. Dunham, R. Wyatt
Half Mention: J. T. Johnson, Jr., W. L. Pearce, Jr.,
Hors Concours: G. G. Hoskins

A Children's Playground

CLASS B SKETCH II—144 DRAWINGS SUBMITTED
JUDGMENT OF JANUARY 9, 1941

CATHOLIC UNIVERSITY OF AMERICA:
Mention: A. Higuera, Jr.
Half Mention: Y. Kawamoto, R. Martini

GEORGIA SCHOOL OF TECHNOLOGY:
Half Mention: V. M. Shipley, Jr.

KANSAS STATE COLLEGE:
Half Mention: S. H. Lane

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Mention: D. Murray

UNIVERSITY OF NOTRE DAME:
Half Mention: J. B. Carney

UNIVERSITY OF VIRGINIA:
Half Mention: J. C. Page

A Private Desk, Chair and Lamp

ELEMENTARY INTERIOR DESIGN I—15 DRAWINGS SUBMITTED
JUDGMENT OF JANUARY 9, 1941

CATHOLIC UNIVERSITY OF AMERICA:
No Award: 1

GEORGIA SCHOOL OF TECHNOLOGY:
First Mention: W. H. Evins

NEW YORK UNIVERSITY:
Half Mention: G. Katzoff
No Award: 2

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Half Mention: C. G. Andrews

UNIVERSITY OF ILLINOIS:
Mention: E. Roberts

UNIVERSITY OF NOTRE DAME:
First Mention: P. B. Godollei
Half Mention: U. D. Rossi
No Award: 2

UNIVERSITY OF OKLAHOMA:
Mention: G. R. Palmer
No Award: 1

UNIVERSITY OF PENNSYLVANIA:
Mention: R. S. Korson
Half Mention: R. M. Schoenbrod

A Waiting Room in a Hospital

ADVANCED INTERIOR DESIGN I—15 DRAWINGS SUBMITTED
JUDGMENT OF JANUARY 9, 1941

CATHOLIC UNIVERSITY OF AMERICA:
Half Mention: A. F. Mullen

CARNEGIE INSTITUTE OF TECHNOLOGY:
No Award: 3

NEW YORK UNIVERSITY:
First Mention: G. Katzoff
Half Mention: R. Batchelor
No Award: 1

UNIVERSITY OF ILLINOIS:
Half Mention: E. Roberts

UNIVERSITY OF NEBRASKA:
First Mention: M. Rokahr
Mention: S. Russel

UNIVERSITY OF OKLAHOMA:
Mention: F. W. Binckley
Half Mention: B. J. Graheck

UNIVERSITY OF PENNSYLVANIA:
Half Mention: M. A. Haspel, P. M. Kohn
No Award: 1

A Plane Base in the Pacific

CLASS A PROBLEM II—131 DRAWINGS SUBMITTED

JUDGMENT OF JANUARY 16, 1941

CARNEGIE INSTITUTE OF TECHNOLOGY:
Second Medal: D. R. Goss
Mention: J. T. Harnack, G. Pierce, H. W. Rozycki, L. G. Stenberg
No Award: 4

CATHOLIC UNIVERSITY OF AMERICA:
No Award: 1

CLEVELAND SCHOOL OF ARCHITECTURE W.R.U.:
No Award: 1

GEORGIA SCHOOL OF TECHNOLOGY:
Mention: G. P. Foote, W. T. Hall, C. V. Link, J. W. Morgan
No Award: 7

ATELIER GNERRE, NEW YORK:
Mention: A. M. Davey, H. E. Zazzi

KANSAS STATE COLLEGE:
No Award: 1

NEW YORK UNIVERSITY:
Mention: M. Banzhaf, J. Claus, G. T. Edmonds, F. J. La Bianca, E. B. Rabinowitz, E. Rapp, F. D. Rogers, L. Shulman, S. Feirtag
No Award: 4

OKLAHOMA AGRICULTURAL & MECHANICAL COLLEGE:
Mention: C. G. Andrews, B. J. Bruce, Jr., J. B. Green, B. Russell, S. M. Wheeler, W. H. Walton

PENNSYLVANIA STATE COLLEGE:
Mention: C. W. Ernst, Jr., E. W. Fickes, Jr., C. Goldberg, L. Reber, J. R. Suydam
No Award: 4

PRINCETON UNIVERSITY:
Mention: R. W. Humphrey, D. L. Leavitt, H. Licklider, T. Longstreth, E. A. Moulthrop, J. S. Nants, Jr., R. D. Proctor, W. F. Shellman, Jr., R. D. Smith, H. N. Young III
No Award: 2

UNIVERSITY OF ILLINOIS:
Second Medal: L. S. Kelley, J. L. Wright
Mention: K. W. Brooks, O. J. Baker, F. W. Collins, J. P. Callmer, D. D. Dick, J. F. Ehlert, L. Francescon, M. Gragg, D. L. Grieb, R. Gatewood, R. T. Heter, T. Hart, R. P. Kaiser, W. J. Laz, G. P. Molitor, S. G. Paulsen, M. Salzman, L. W. Scholl, L. Woodard, R. F. Wolfley
Hors Concours: L. C. Bernard, Jr., M. D. Piersol
No Award: 6

UNIVERSITY OF NOTRE DAME:
No Award: 5

UNIVERSITY OF OKLAHOMA:
Mention: W. H. Wilson
No Award: 3

UNIVERSITY OF PENNSYLVANIA:
Second Medal: R. M. Schoenbrod, H. L. Shay, Jr.
Mention: R. L. Ackoff, H. W. Altman, Jr., R. S. Barney, W. W. Eshbach, J. Gelgisser, W. Hankin, C. S. Loh, W. A. Long, J. May, Jr., M. S. Rich, F. C. Salmon, J. L. Thorne, J. C. Tighe, J. C. Wheeler, A. B. White
No Award: 1

WASHINGTON UNIVERSITY:
Mention: R. L. Bliss, K. Schaefer, P. R. Schoenwald
No Award: 4

UNAFFILIATED:
AUBURN, ALABAMA:
Mention: B. A. Bond

TERRE HAUTE, INDIANA:
No Award: 1

Department of Sculpture

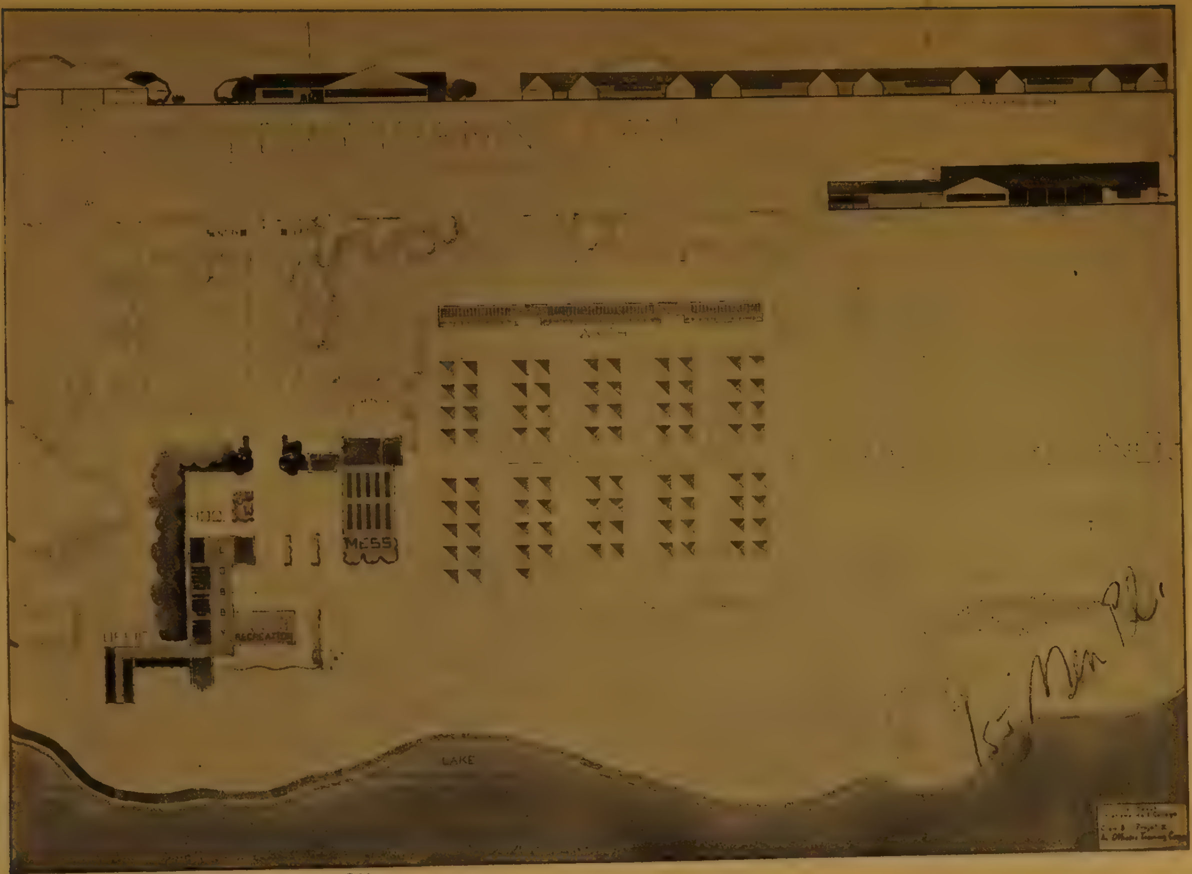
A Medal of Honor

SCULPTURE PROGRAM IV—19 MODELS SUBMITTED

JUDGMENT OF JANUARY 22, 1941

BEAUX-ARTS INSTITUTE OF DESIGN:
First Mention Placed: H. Becker, J. Altruda, P. Korn
First Mention: A. Frudakis, M. Sage
Mention: M. Abel (on 4), J. Roller
Hors Concours: A. Farina, A. Baker, M. Lindley, G. Spaventa
No Award: 3

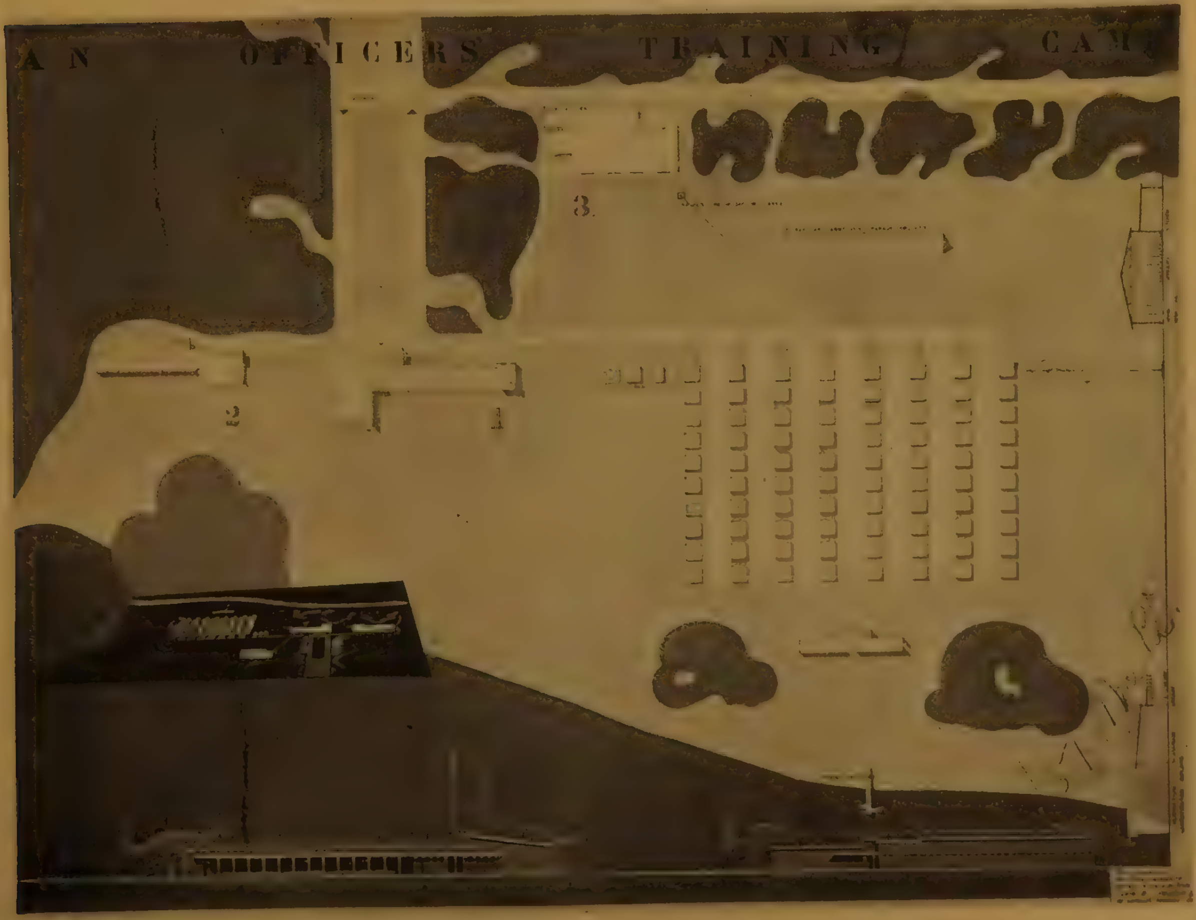
NEW YORK UNIVERSITY:
Hors Concours: L. Baskin, M. Waller

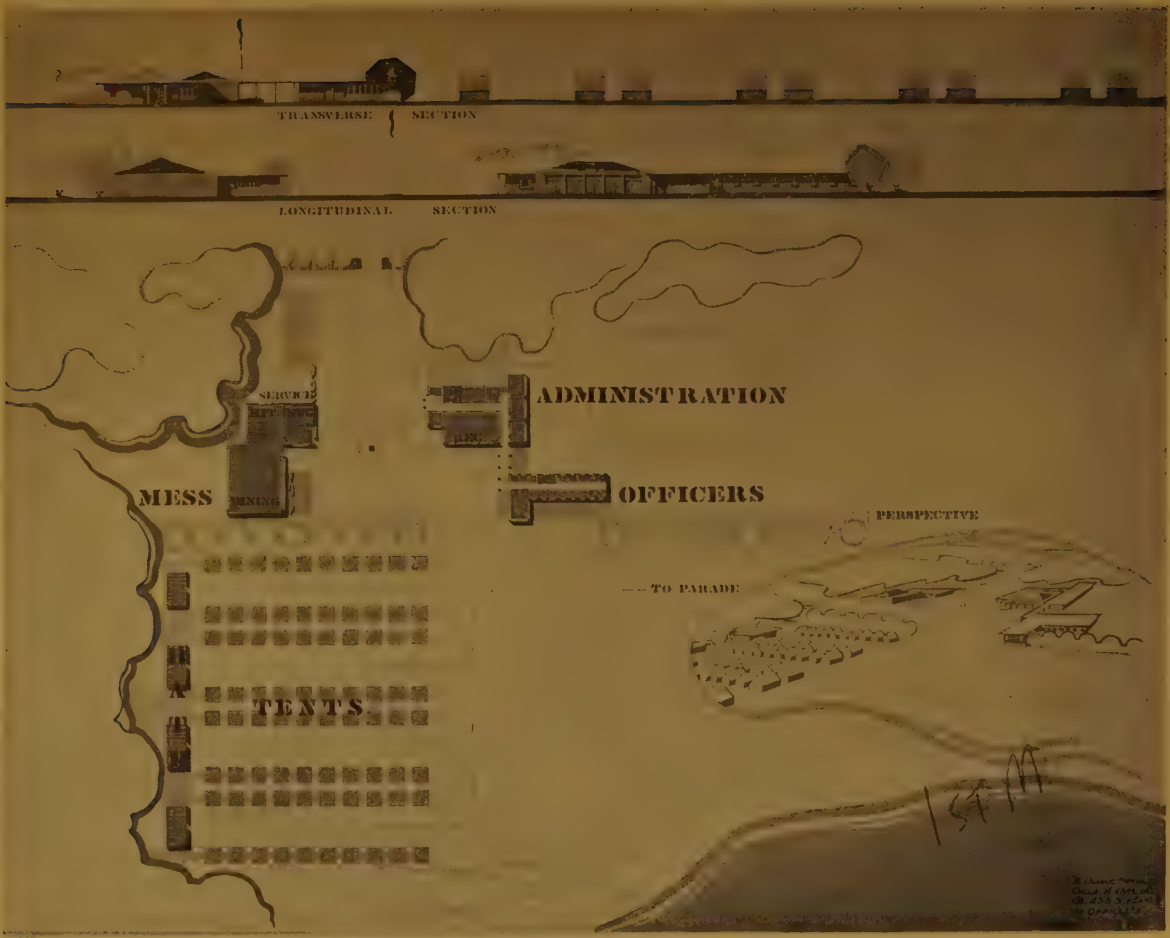


FIRST MENTION PLACED — F. BAUGH

CLASS B PROBLEM II — AN OFFICERS' TRAINING CAMP

FIRST MENTION PLACED — D. WIESINGER

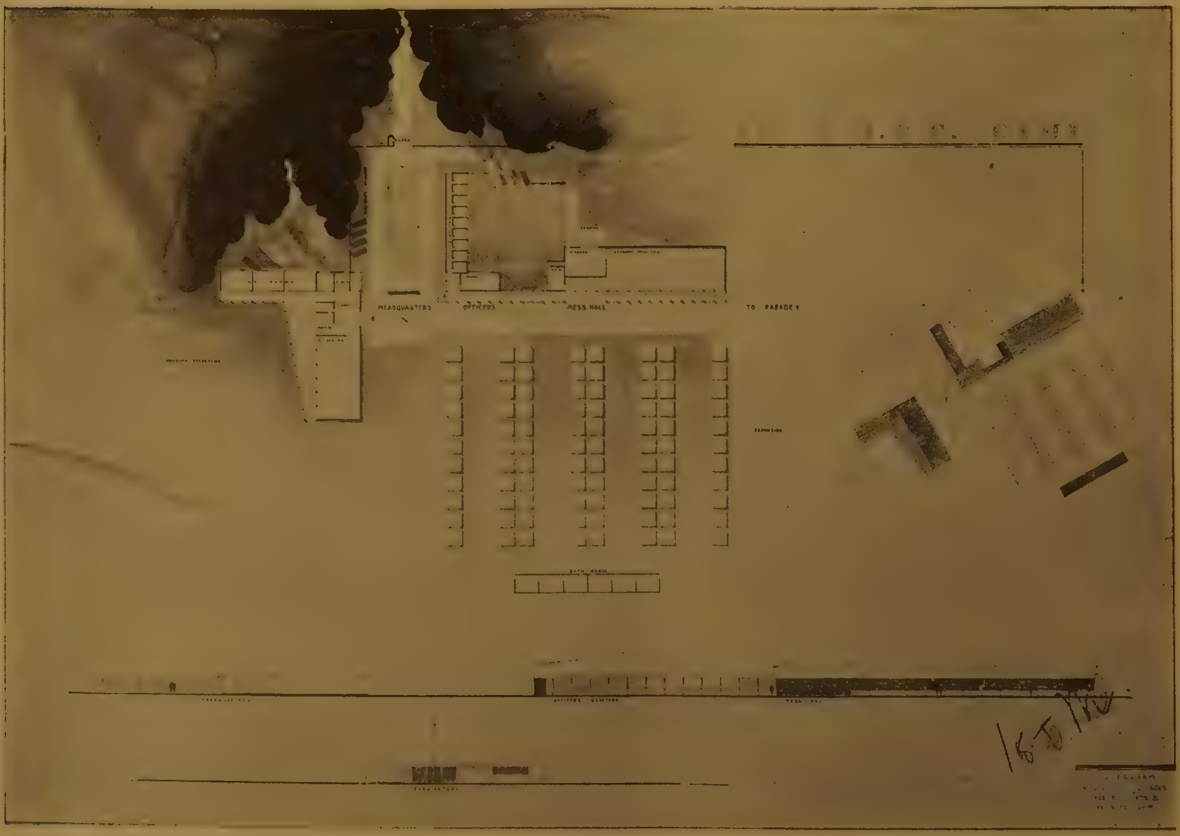


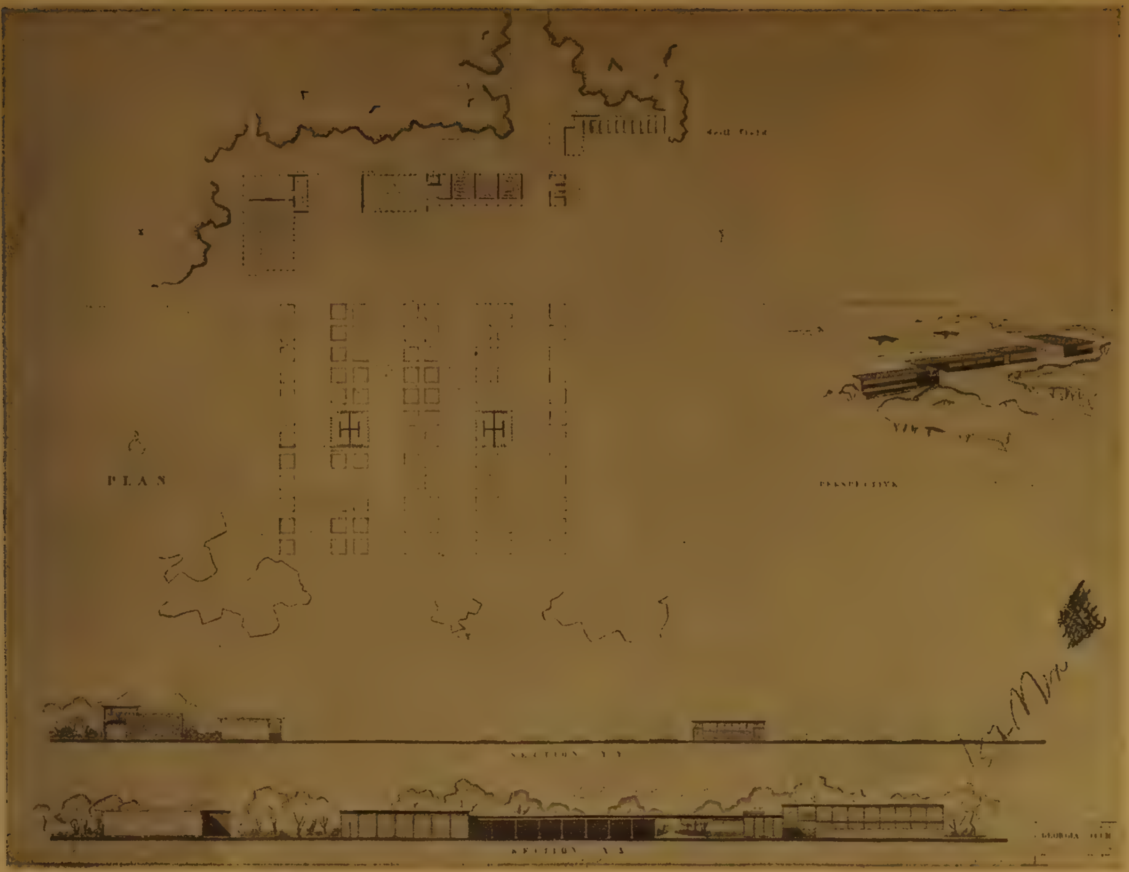


FIRST MENTION — R. D. CONNER

CLASS B PROBLEM II — AN OFFICERS' TRAINING CAMP

FIRST MENTION — R. DUNHAM



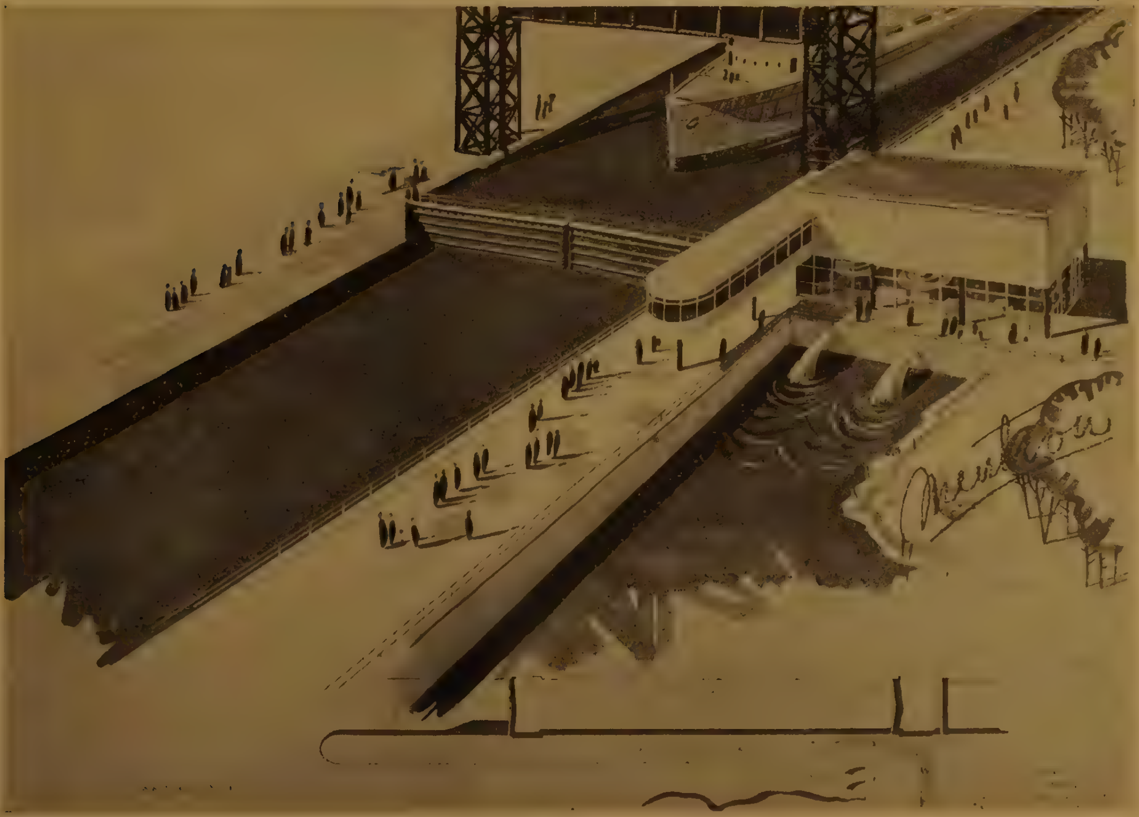


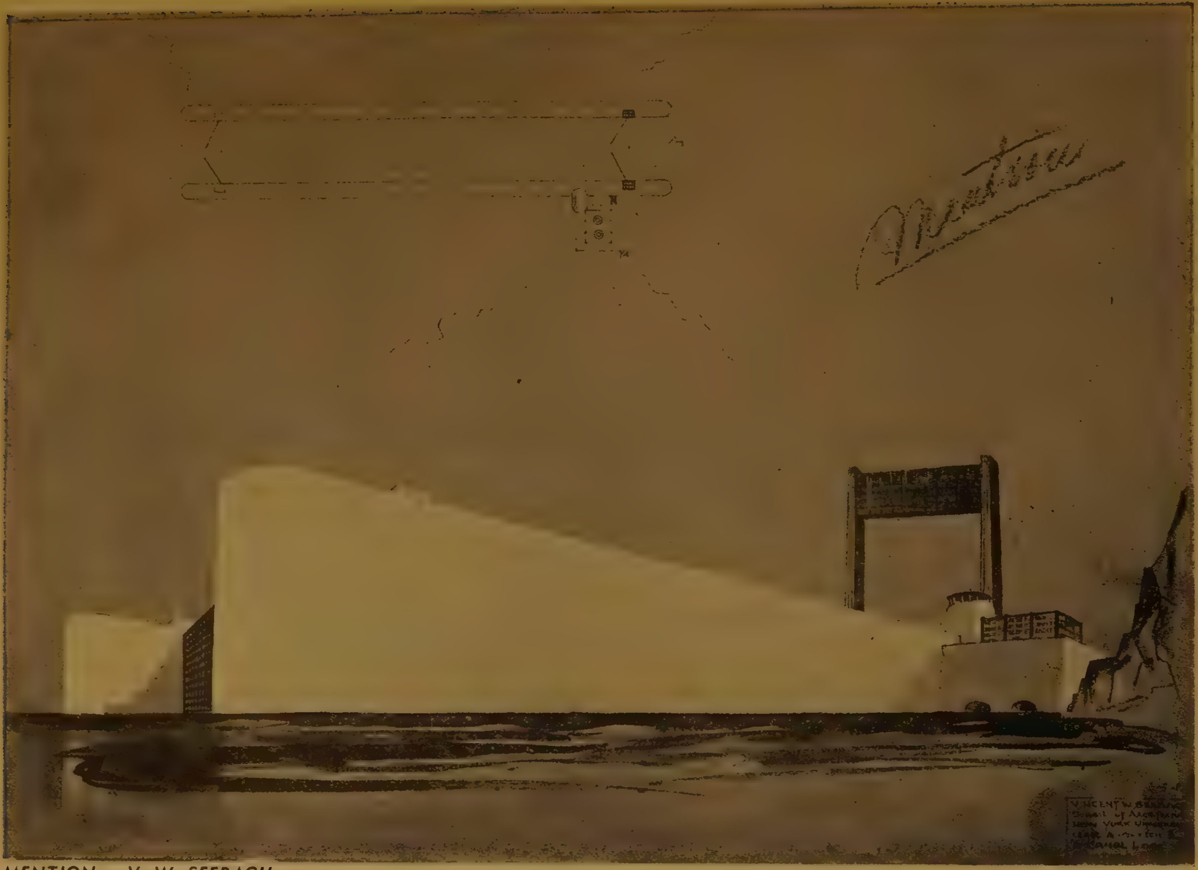
FIRST MENTION — J. L. HARRIS

CLASS B PROBLEM II — AN OFFICERS' TRAINING CAMP

CLASS A SKETCH II — A CANAL LOCK STATION

MENTION — W. F. SHELLMAN, JR.

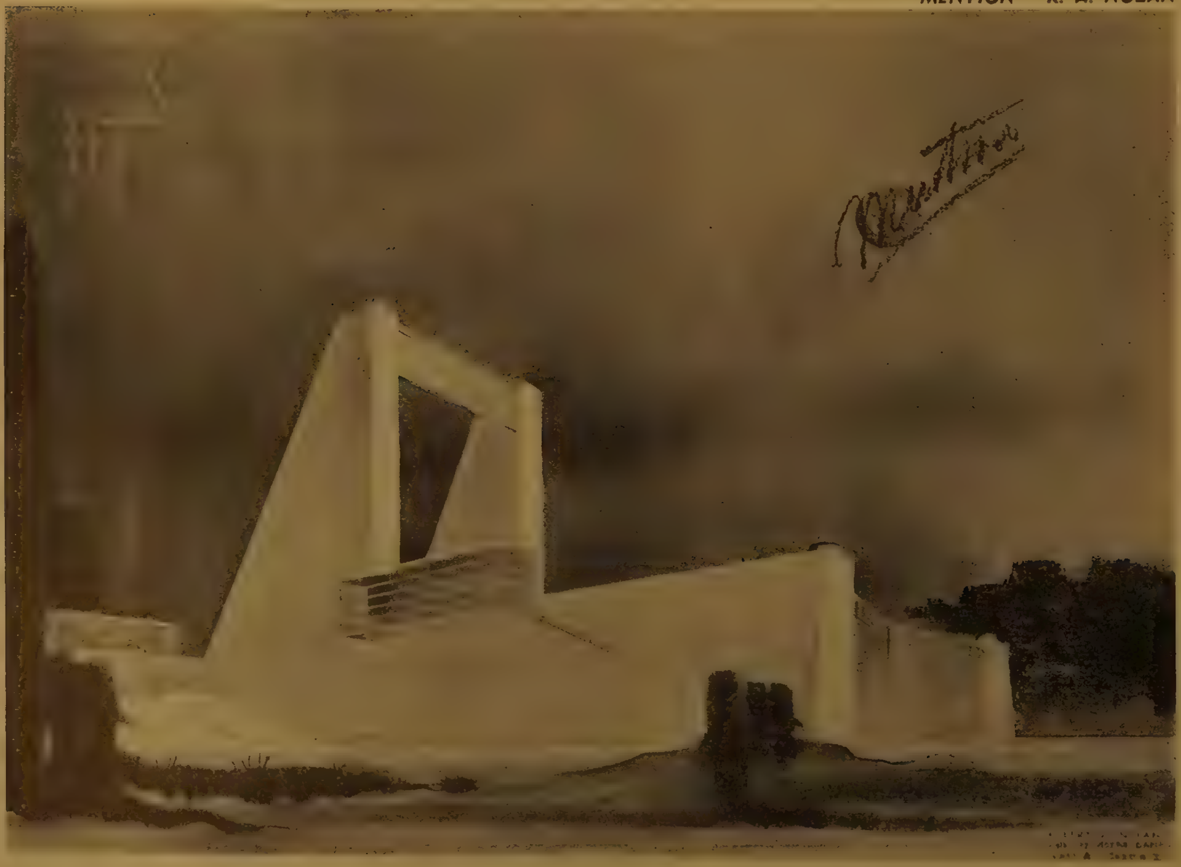


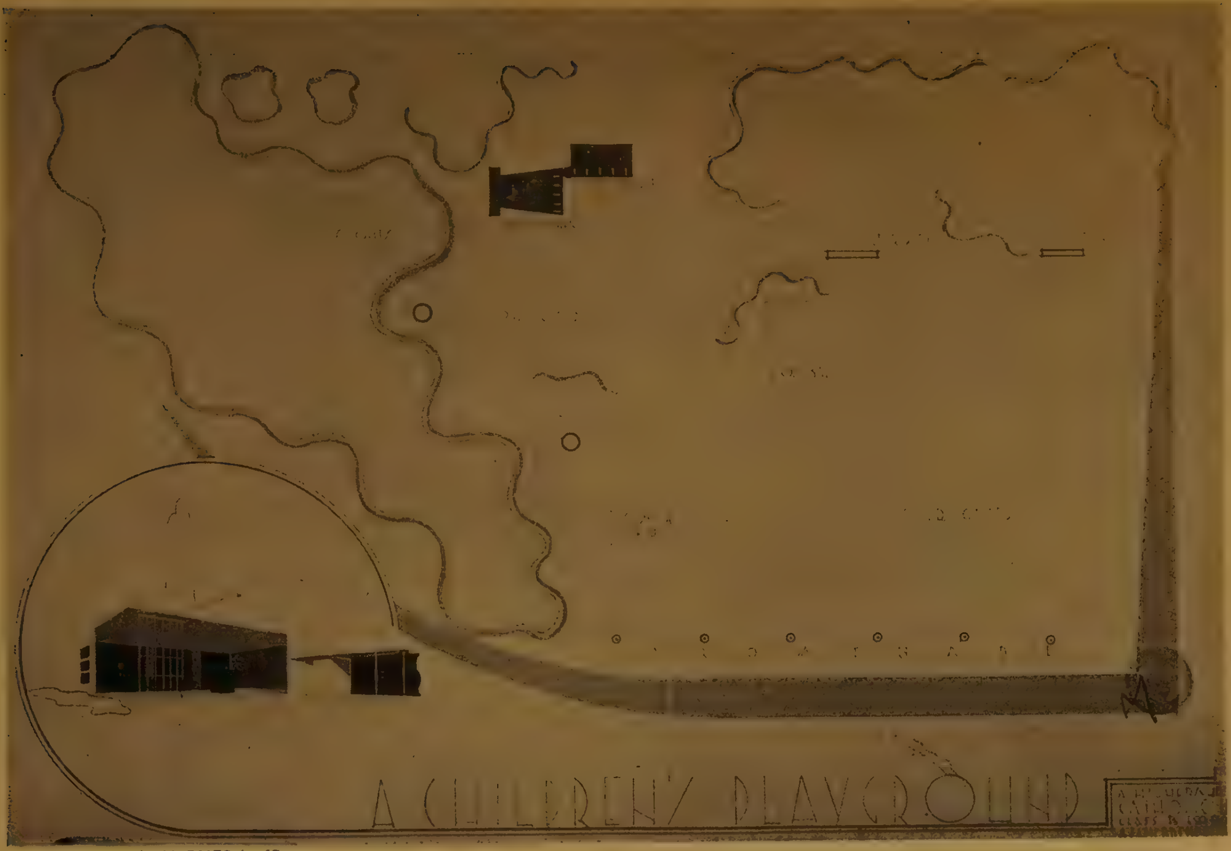


MENTION — V. W. SEEBACH

CLASS A SKETCH II — A CANAL LOCK STATION

MENTION — R. A. NOLAN

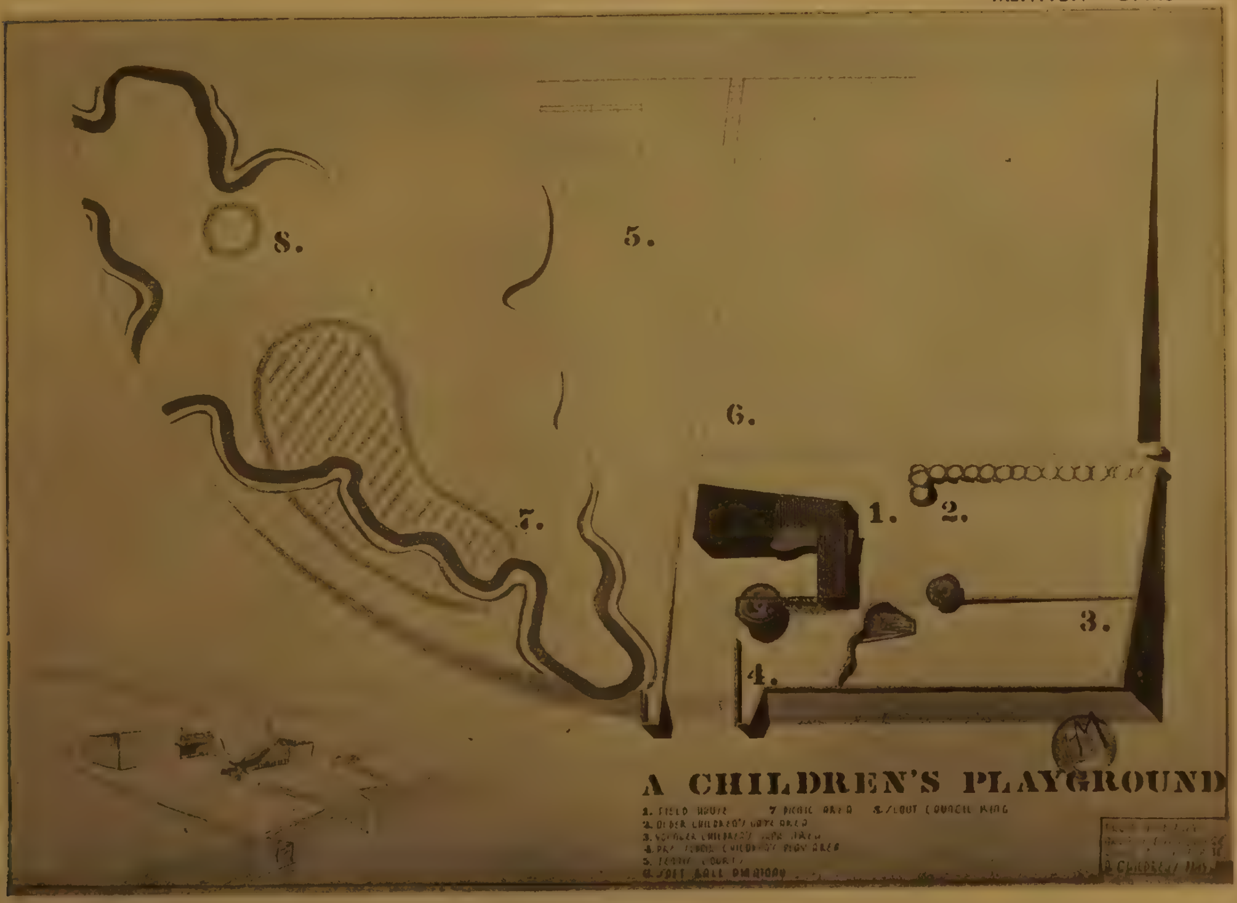


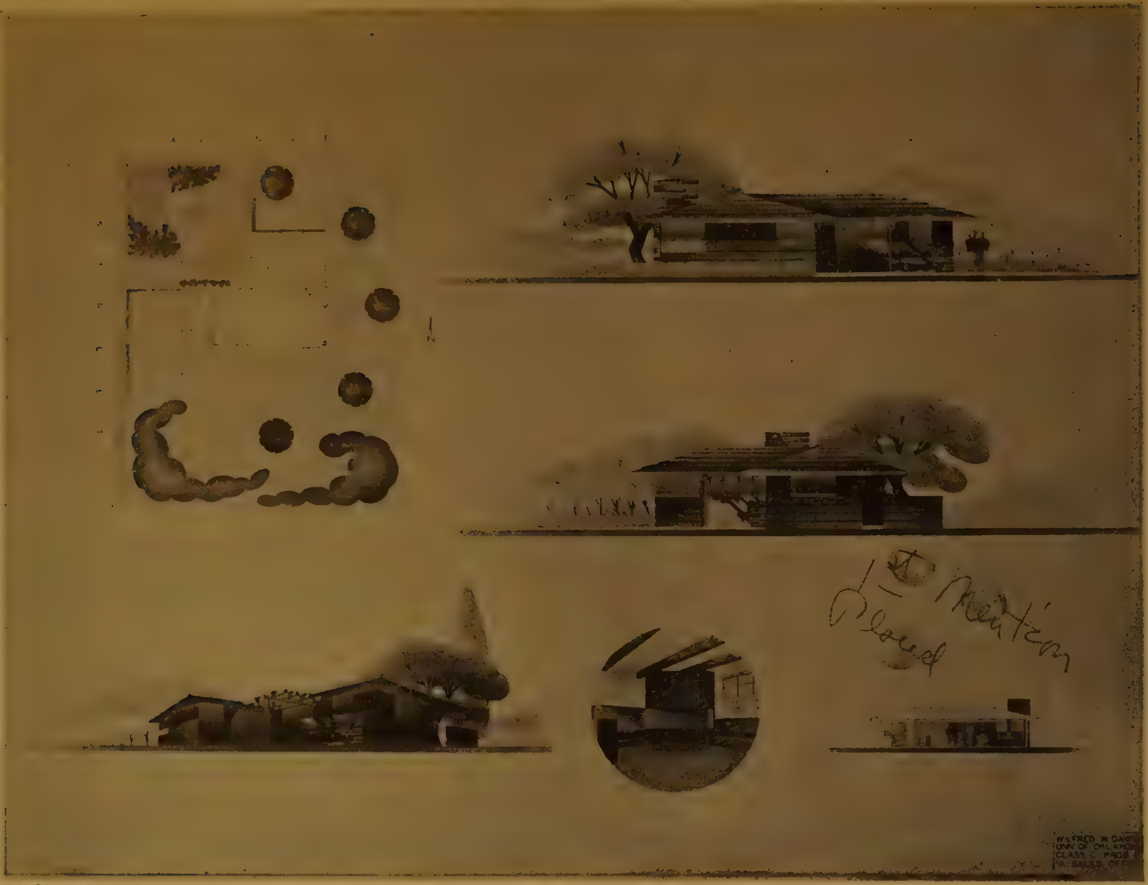


MENTION — A. HIGUERA, JR.

CLASS B SKETCH II — A CHILDREN'S PLAYGROUND

MENTION — D. MURRAY

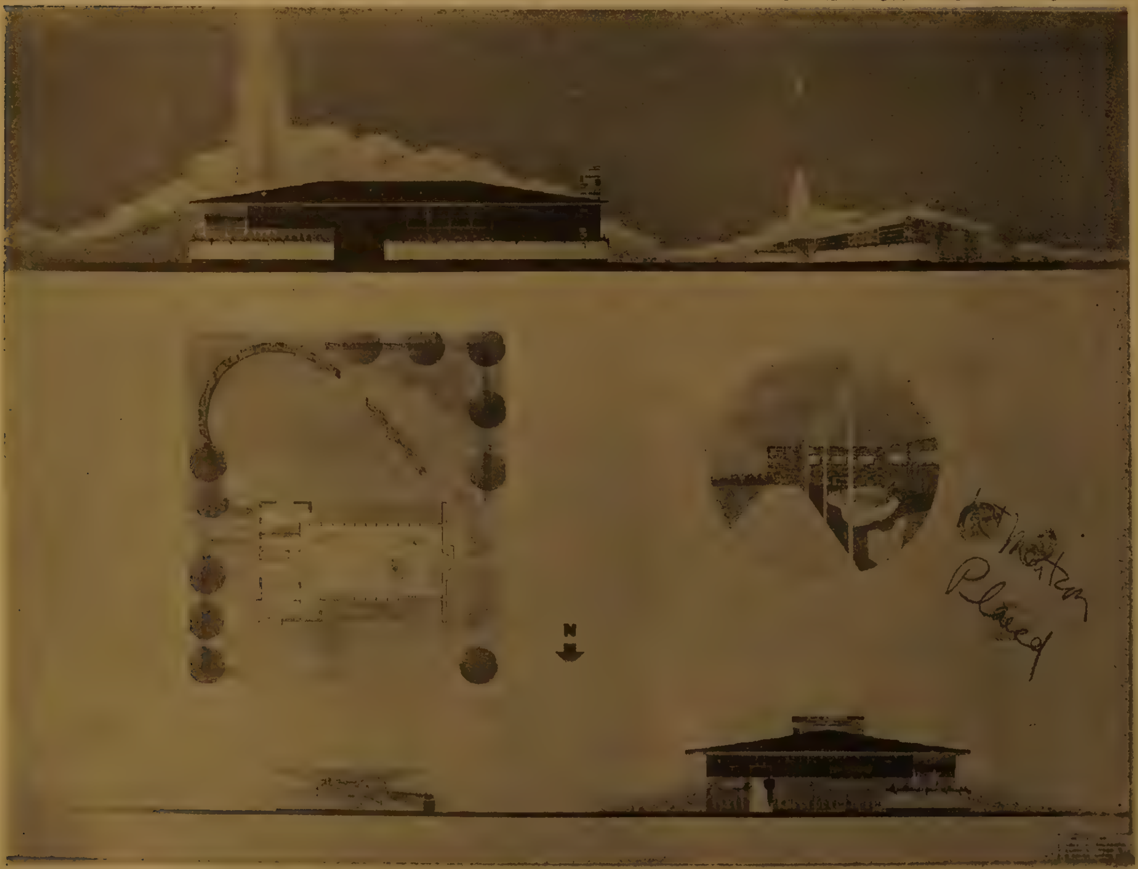


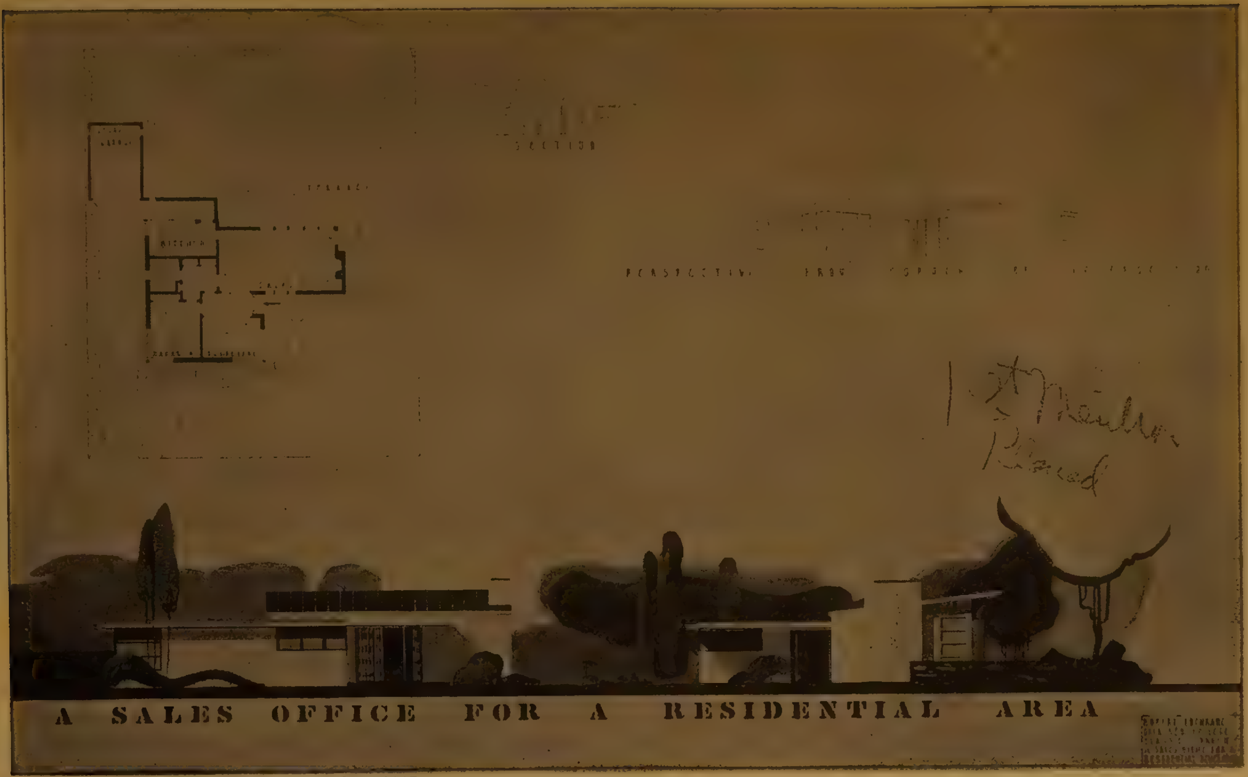


FIRST MENTION PLACED — W. W. DAWSON

CLASS C PROBLEM II — A SALES OFFICE FOR A RESIDENTIAL DEVELOPMENT

FIRST MENTION PLACED — R. O. CLEM



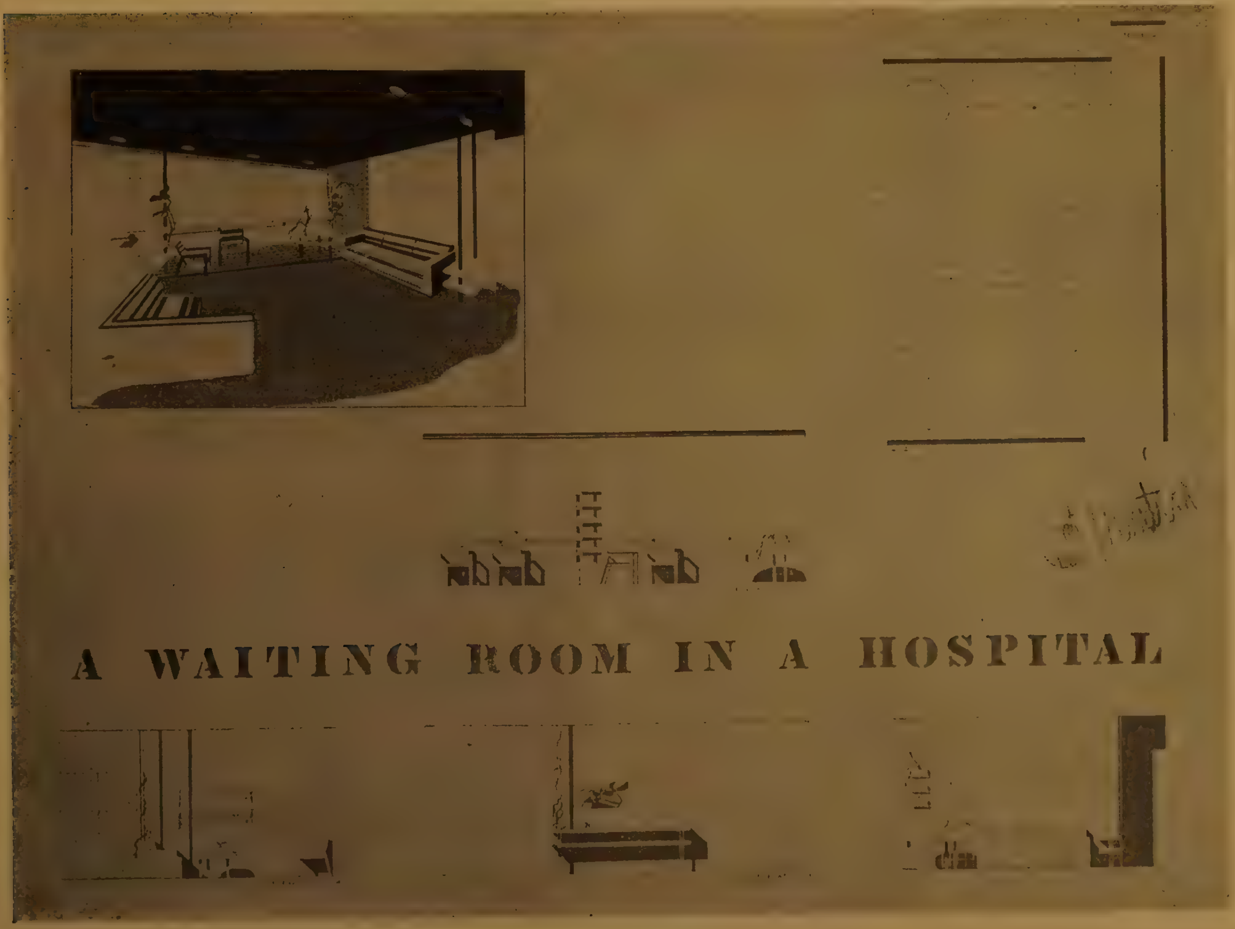


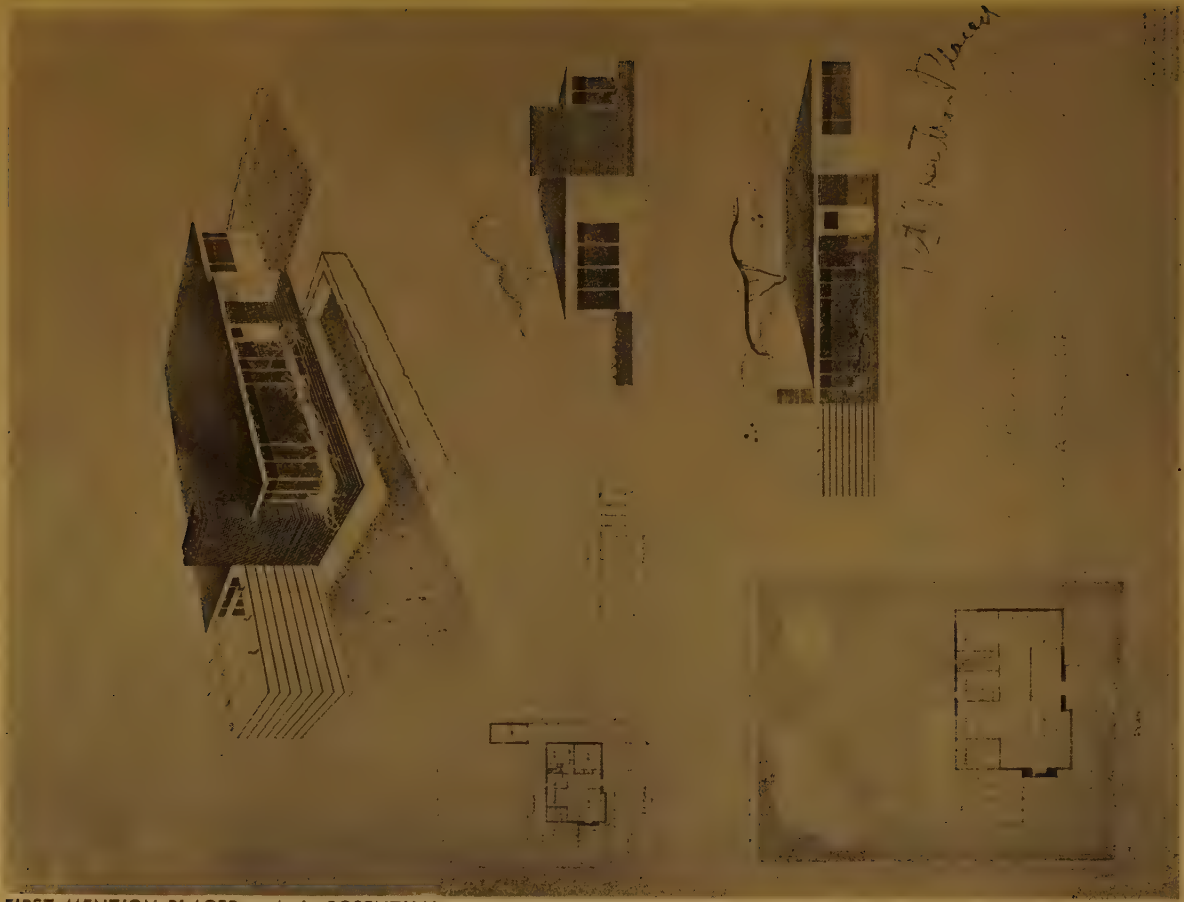
FIRST MENTION PLACED — R. COCHRANE

CLASS C PROBLEM II — A SALES OFFICE FOR A RESIDENTIAL DEVELOPMENT

ADVANCED INTERIOR DESIGN I—A WAITING ROOM IN A HOSPITAL

FIRST MENTION — G. KATZOFF



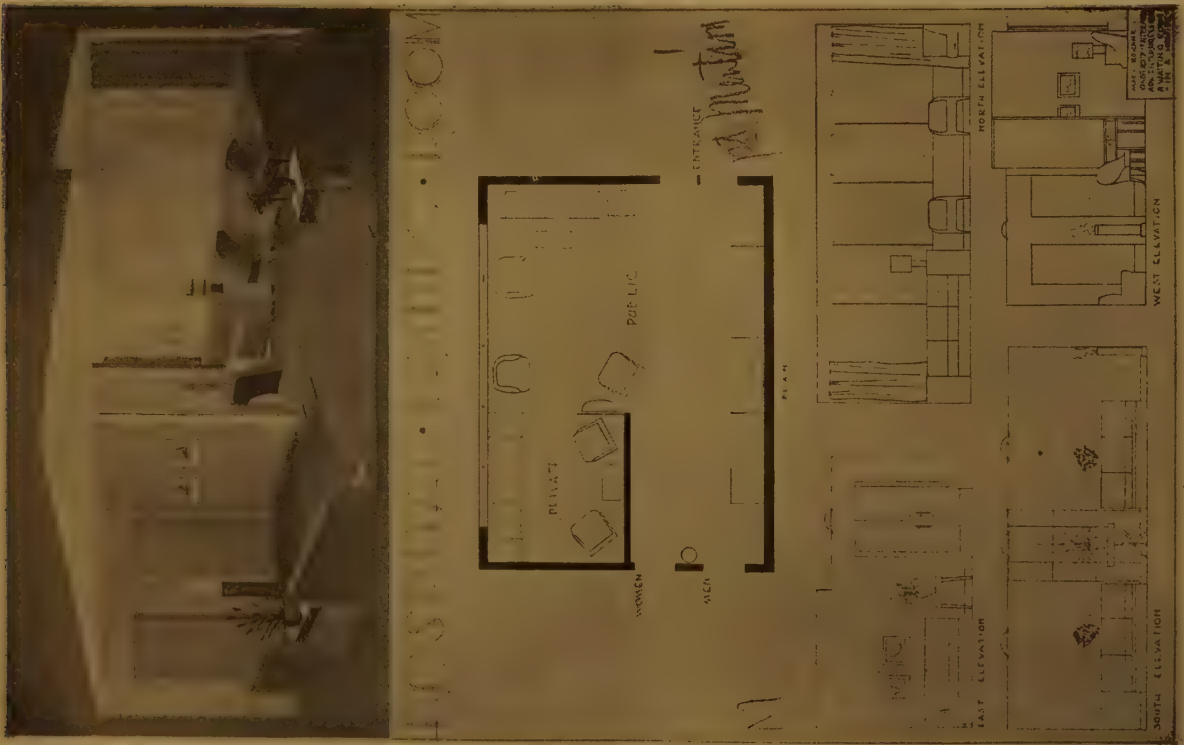


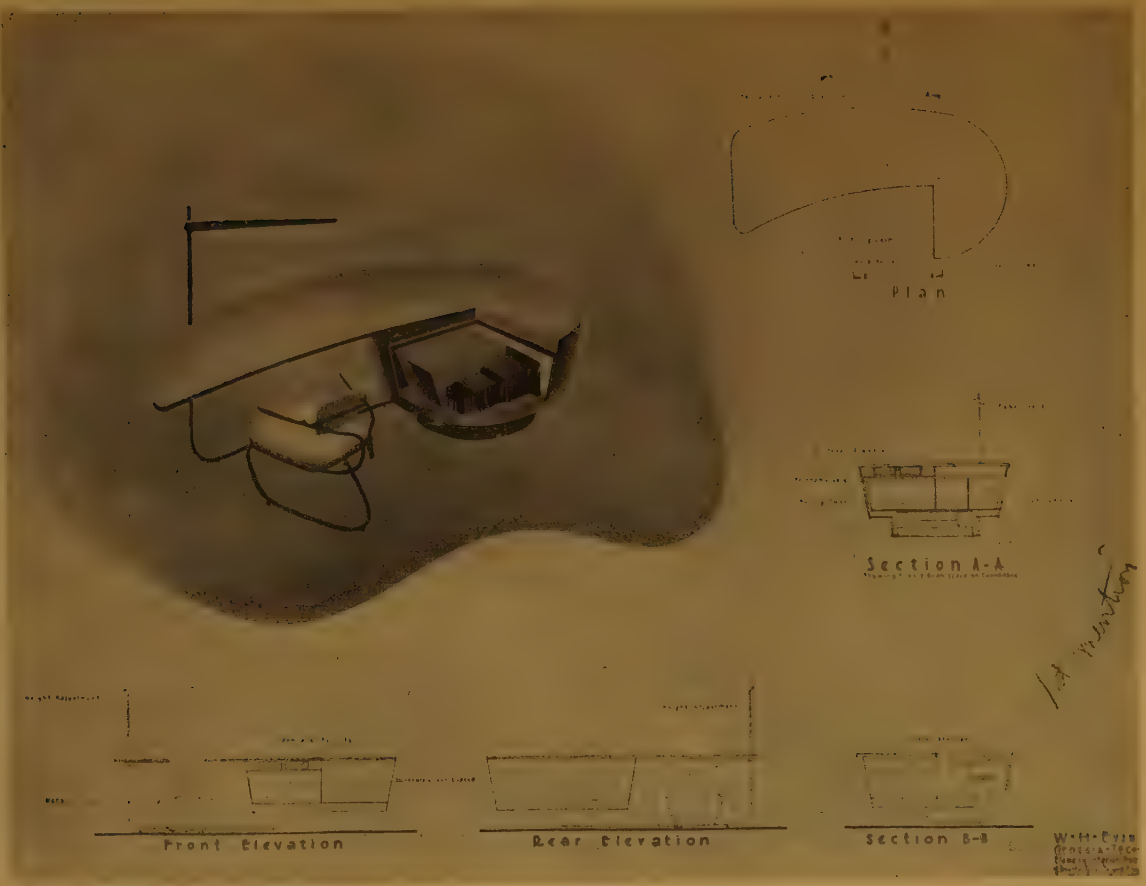
FIRST MENTION PLACED — A. L. ROSENTHAL

CLASS C PROBLEM II — A SALES OFFICE FOR A RESIDENTIAL DEVELOPMENT

ADVANCED INTERIOR DESIGN I—A WAITING ROOM IN A HOSPITAL

FIRST MENTION — M. ROKAHR

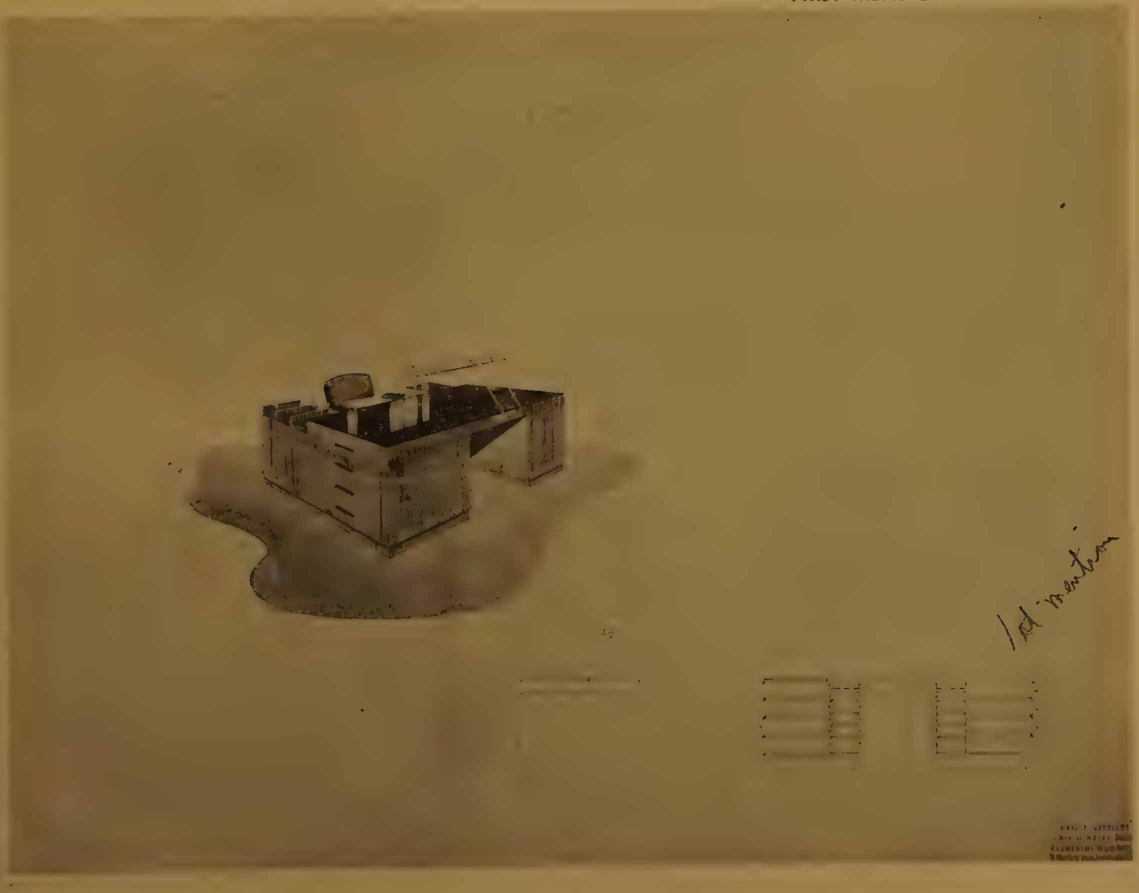


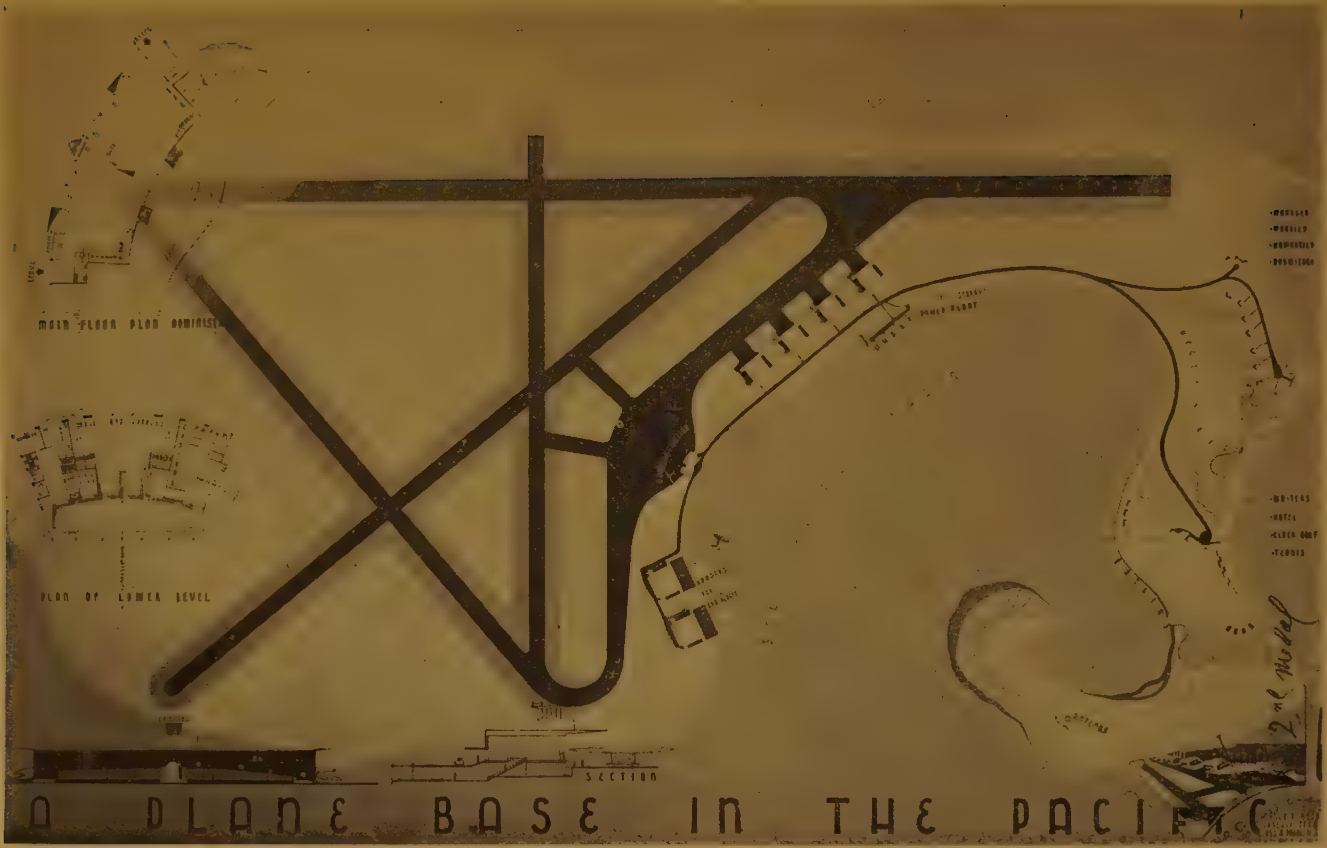


FIRST MENTION — W. H. EVINS

ELEMENTARY INTERIOR DESIGN I — A PRIVATE DESK, CHAIR AND LAMP

FIRST MENTION — P. B. GODOLLEI

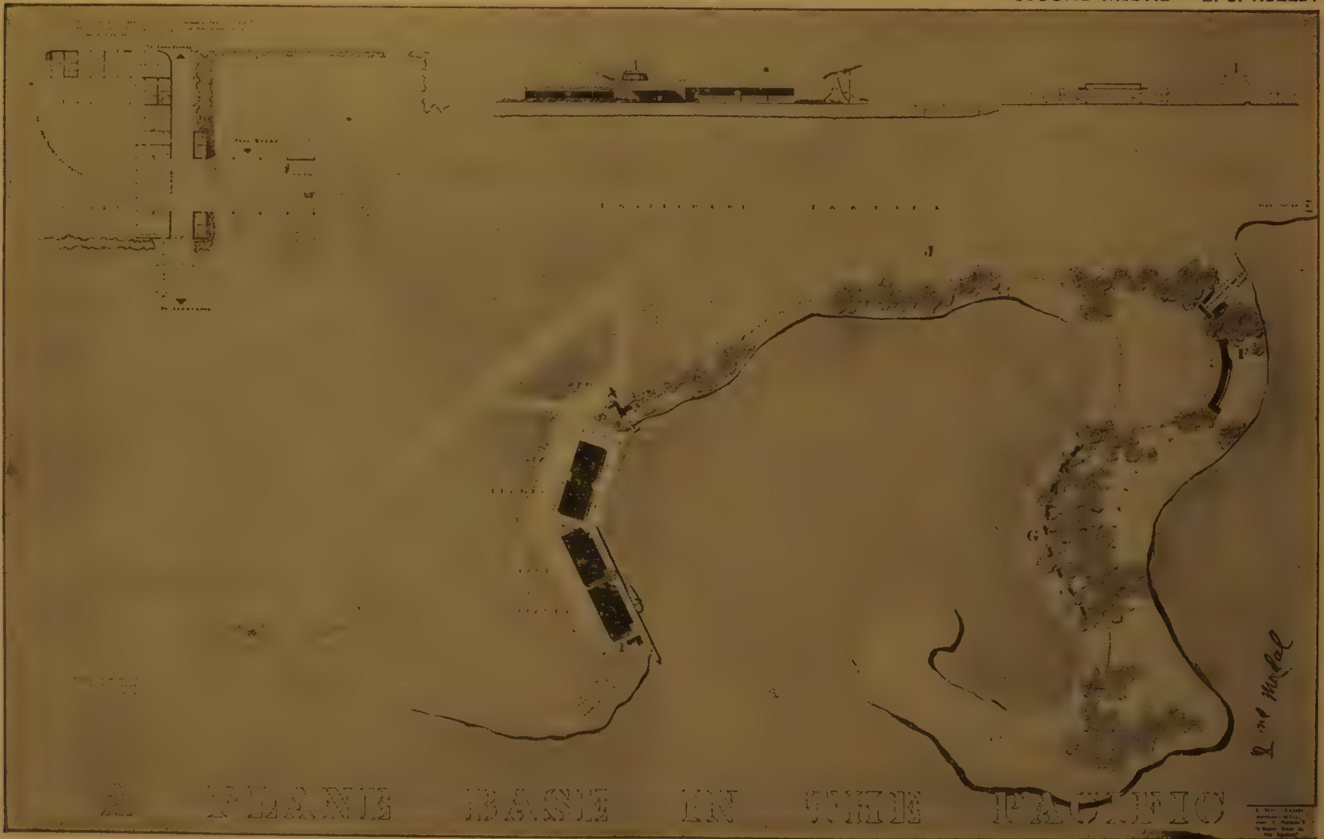


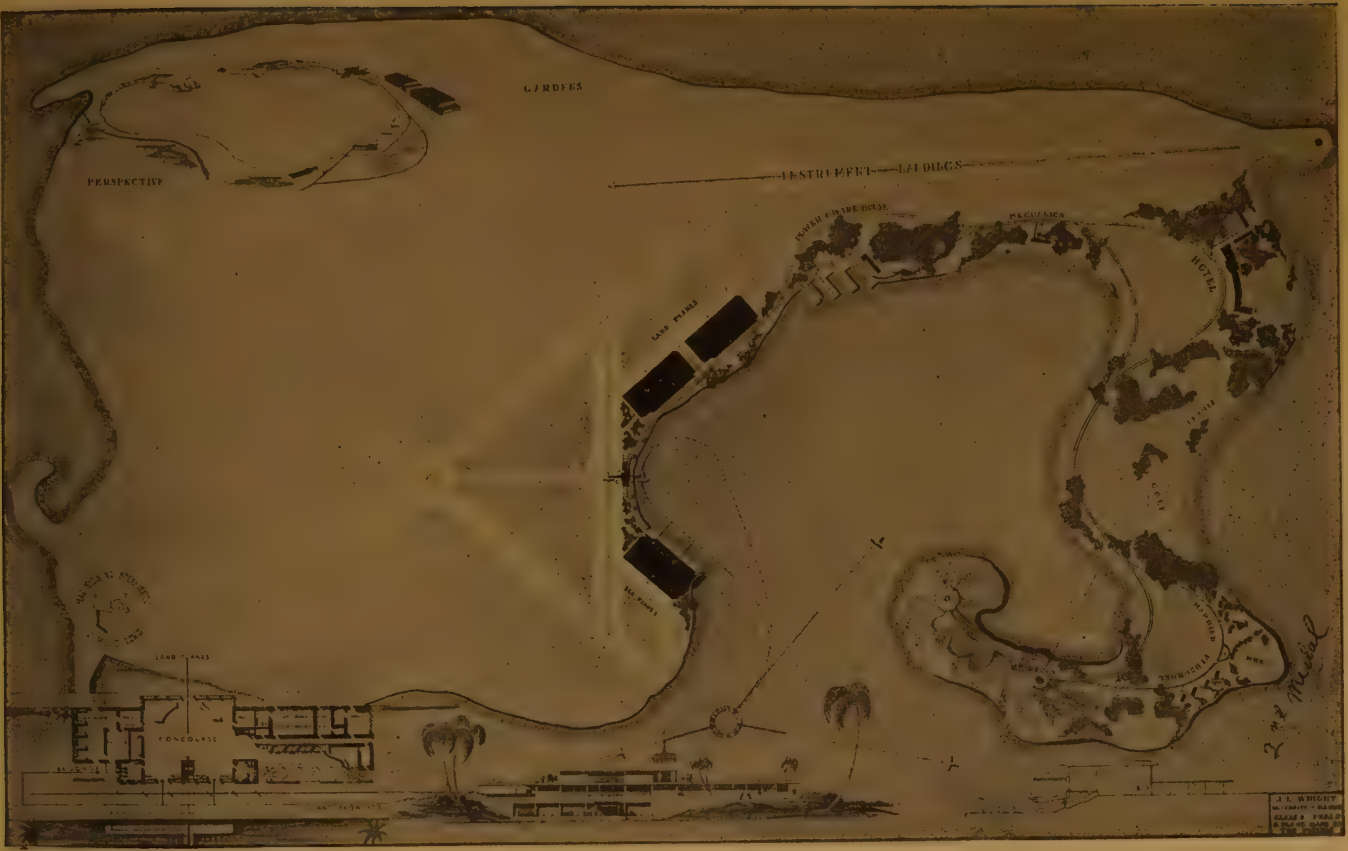


SECOND MEDAL — D. R. GOSS

CLASS A PROBLEM II — A PLANE BASE IN THE PACIFIC

SECOND MEDAL — L. S. KELLEY

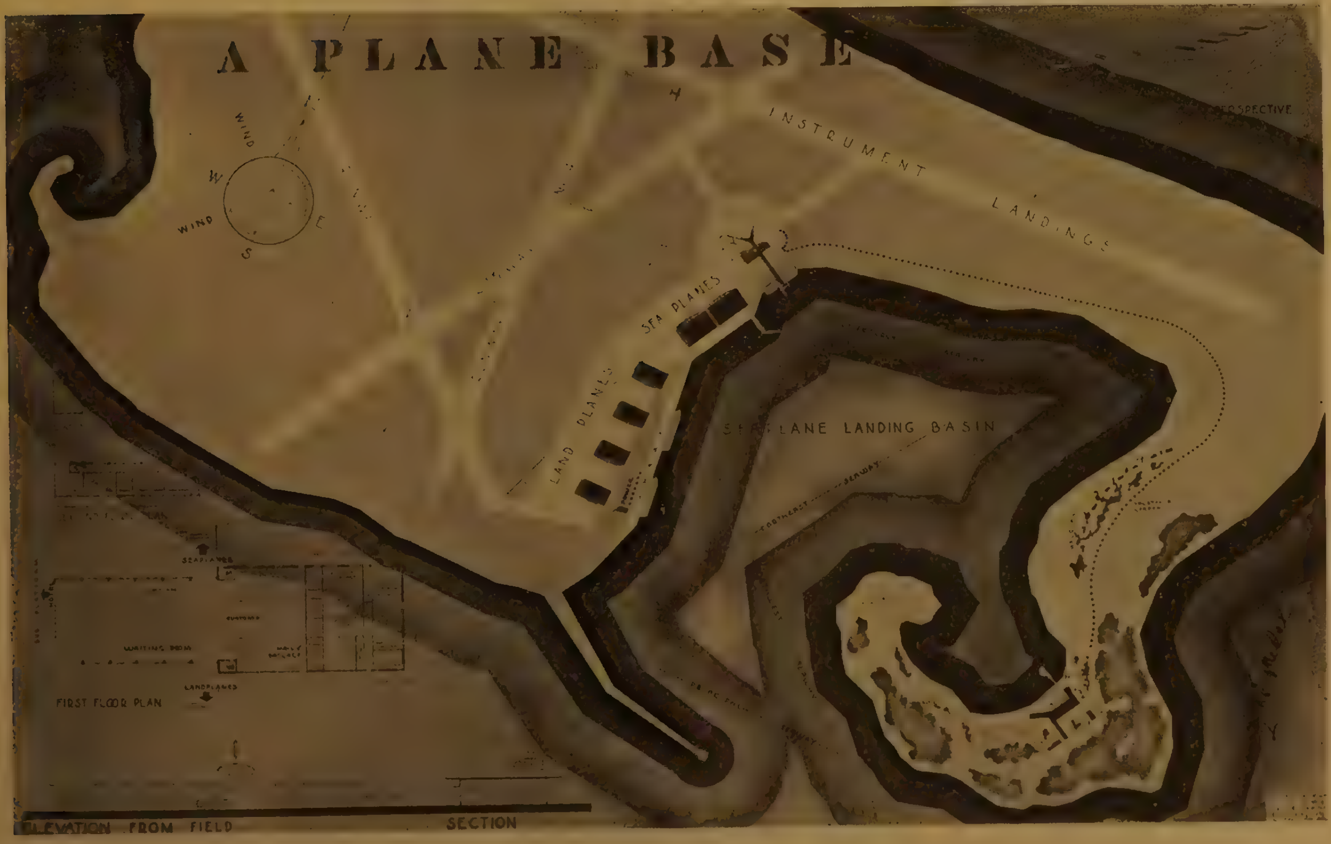


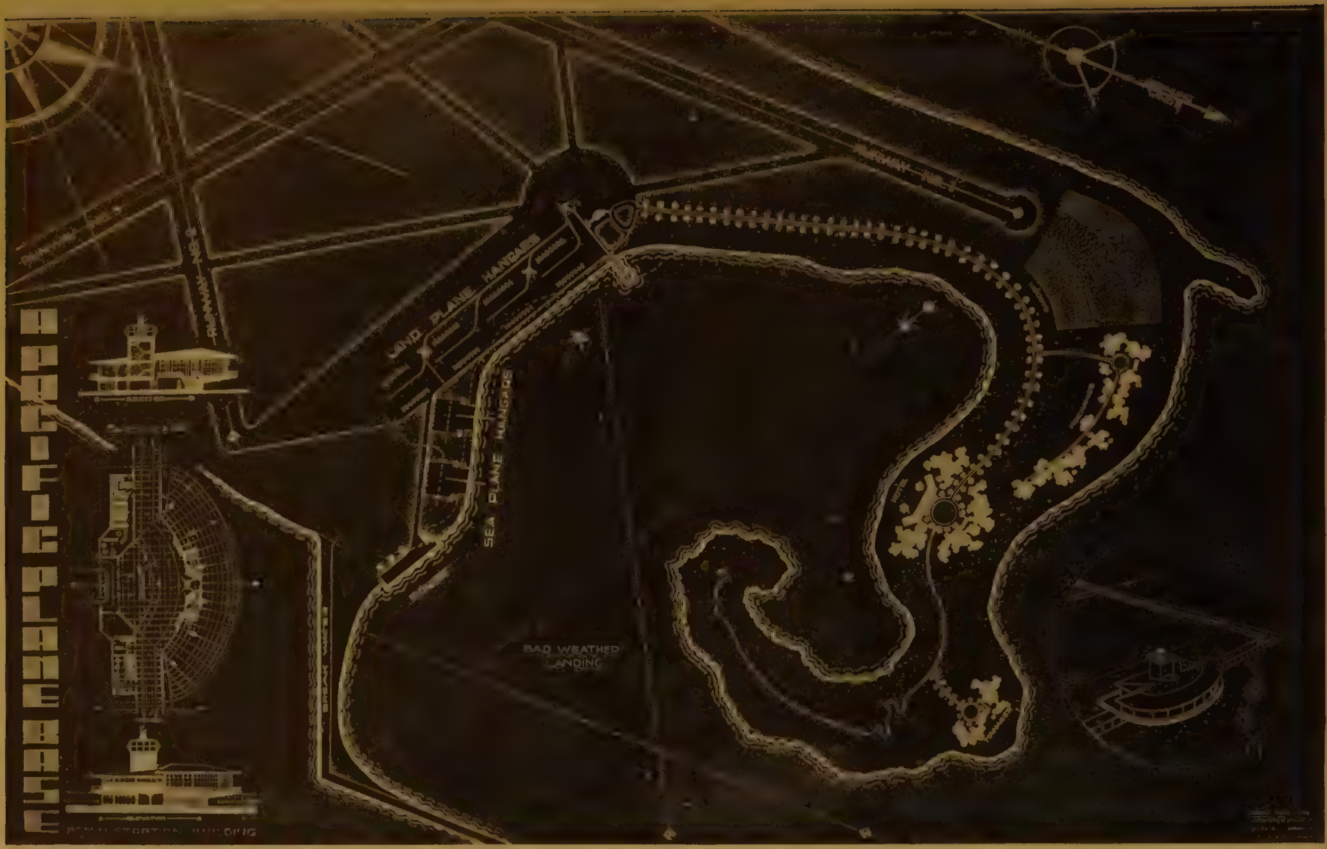


SECOND MEDAL — J. L. WRIGHT

CLASS A PROBLEM II — A PLANE BASE IN THE PACIFIC

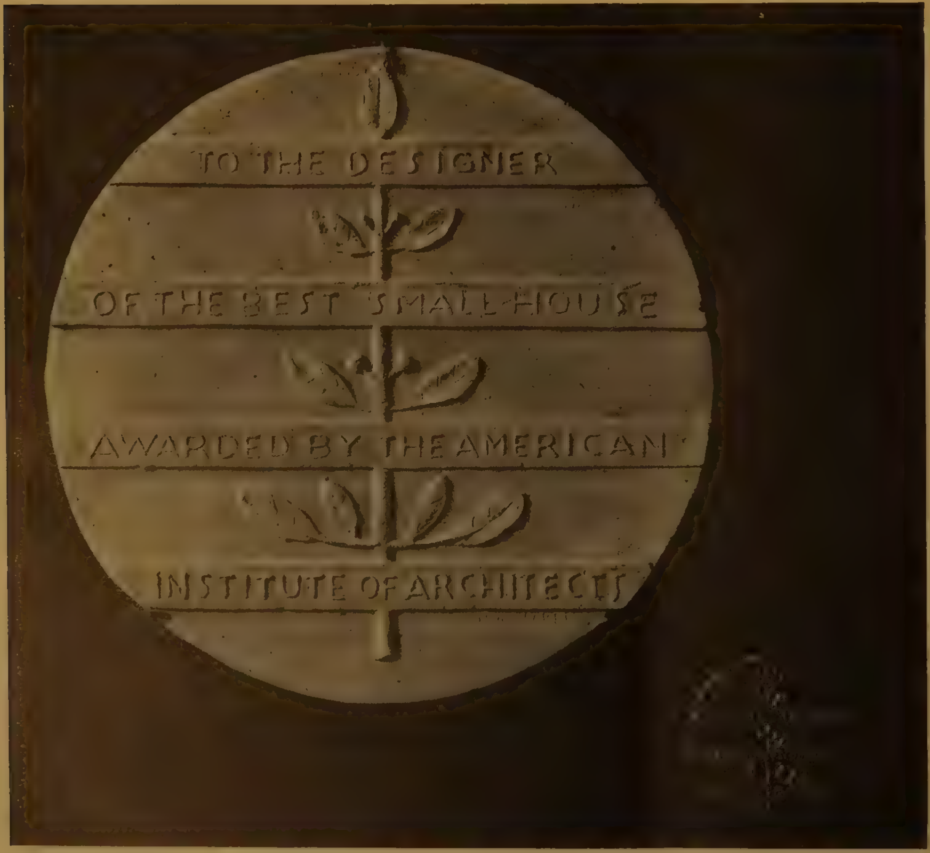
SECOND MEDAL — R. M. SCHOENBROD





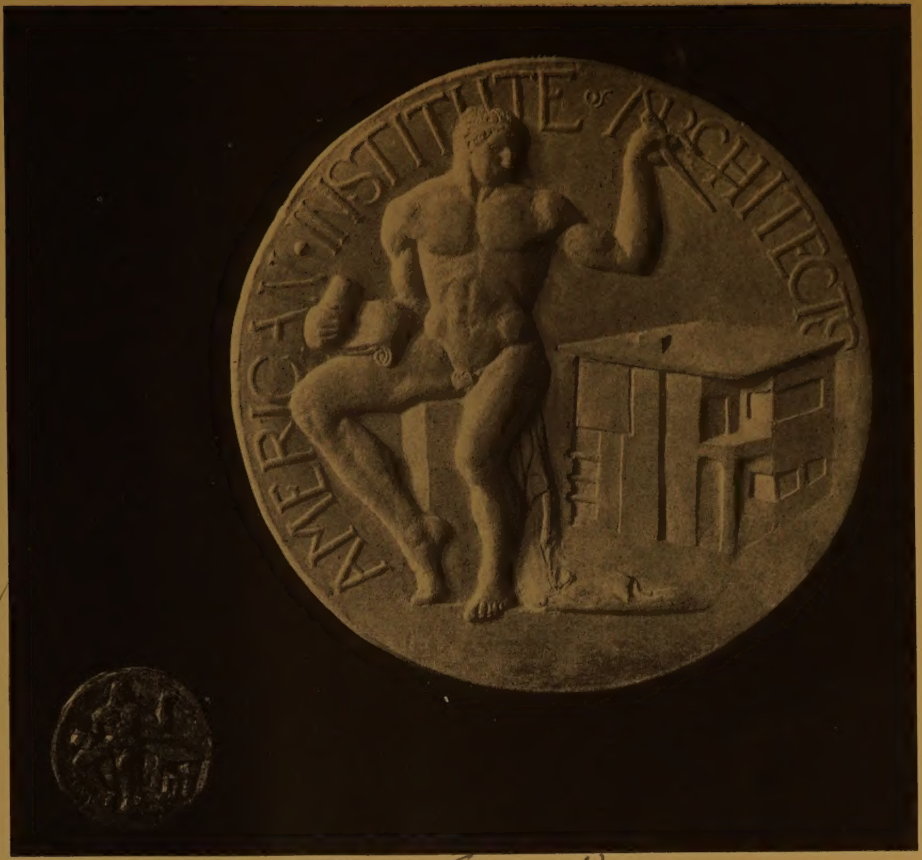
SECOND MEDAL — H. L. SHAY, JR.

CLASS A PROBLEM II — A PLANE BASE IN THE PACIFIC



SCULPTURE PROGRAM IV
A MEDAL OF HONOR

FIRST MENTION PLACED — H. BECKER

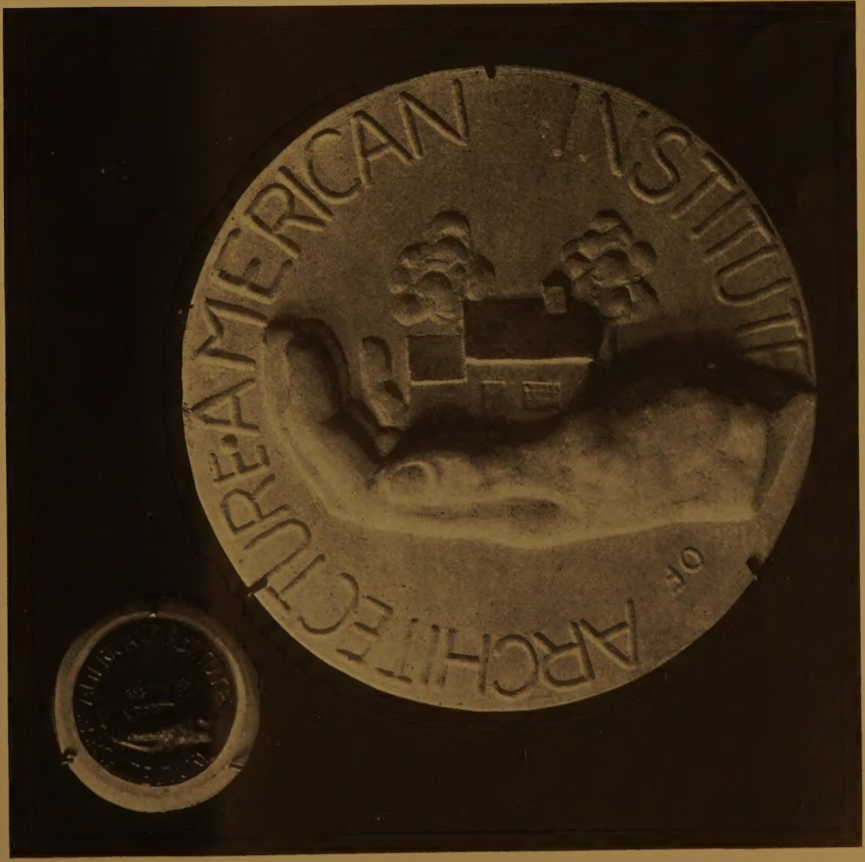


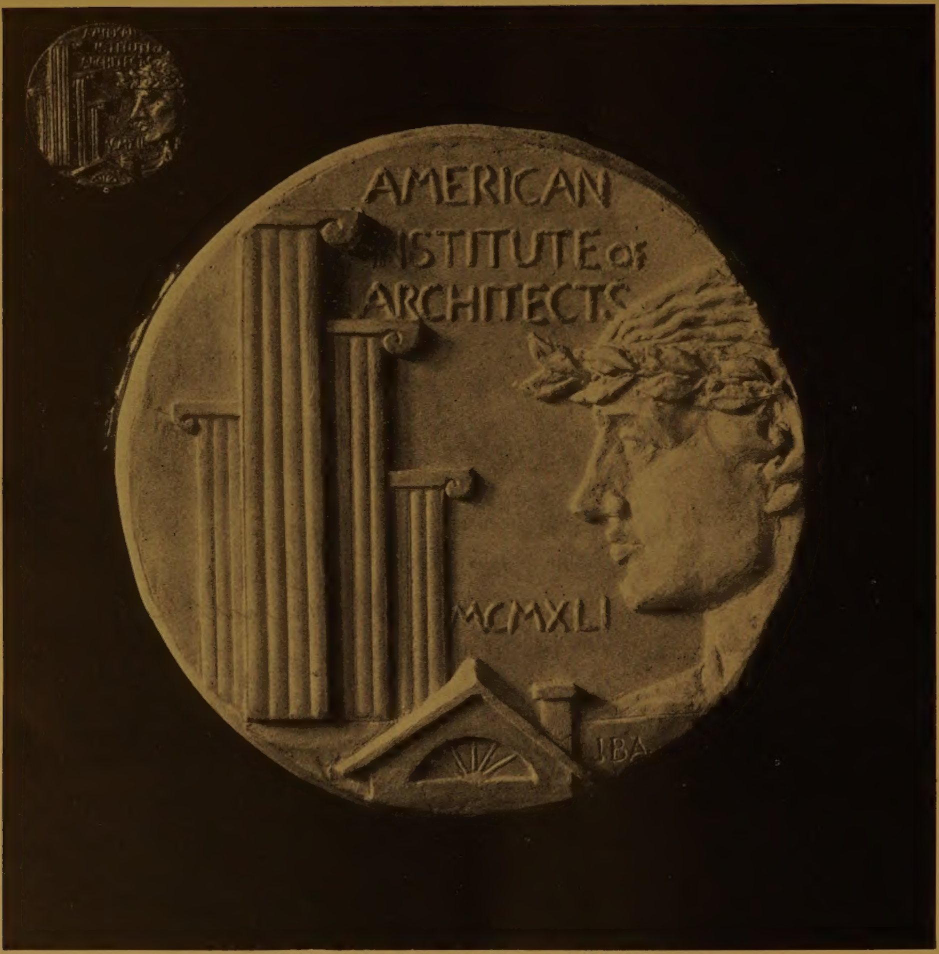
FIRST MENTION PLACED — ~~P. KORN~~ A. Frudakis

SCULPTURE PROGRAM IV—A MEDAL OF HONOR

P. Korn

FIRST MENTION — ~~A. FRUDAKIS~~





FIRST MENTION PLACED — J. ALTRUDA

SCULPTURE PROGRAM IV — A MEDAL OF HONOR

COOPERATING WITH THE BEAUX-ARTS INSTITUTE OF DESIGN

DEPARTMENT OF ARCHITECTURE

CARNEGIE INSTITUTE OF TECHNOLOGY
CATHOLIC UNIVERSITY OF AMERICA
CHICAGO TECHNICAL COLLEGE
CLEVELAND SCHOOL OF ARCHITECTURE OF WESTERN RESERVE UNIVERSITY
DREXEL EVENING INSTITUTE
GEORGIA SCHOOL OF TECHNOLOGY
KANSAS STATE COLLEGE OF AGRICULTURE AND APPLIED SCIENCE
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
NEW YORK UNIVERSITY
NORTH CAROLINA STATE COLLEGE
OHIO STATE COLLEGE
OKLAHOMA AGRICULTURAL AND MECHANICAL COLLEGE
PENNSYLVANIA STATE COLLEGE
PRINCETON UNIVERSITY
RICE INSTITUTE
SYRACUSE UNIVERSITY
UNIVERSITY OF ILLINOIS
UNIVERSITY OF KENTUCKY
UNIVERSITY OF NEBRASKA
UNIVERSITY OF OKLAHOMA
UNIVERSITY OF NOTRE DAME
UNIVERSITY OF PENNSYLVANIA
UNIVERSITY OF VIRGINIA
WASHINGTON UNIVERSITY
YALE UNIVERSITY

UNIVERSITY OF HAVANA, CUBA
UNIVERSITY OF TORONTO, CANADA

DEPARTMENT OF MURAL DECORATION

DAYTON ART INSTITUTE
JOHN HERRON ART INSTITUTE
NATIONAL ACADEMY OF DESIGN
PORTLAND SCHOOL OF FINE AND APPLIED ARTS
NEW YORK UNIVERSITY
YALE UNIVERSITY

DEPARTMENT OF SCULPTURE

COLUMBIA UNIVERSITY
NATIONAL ACADEMY OF DESIGN
NEW YORK UNIVERSITY

SOCIETIES COOPERATING

SOCIETY OF BEAUX-ARTS ARCHITECTS
AMERICAN INSTITUTE OF ARCHITECTS
ILLUMINATING ENGINEERING SOCIETY
AMERICAN INSTITUTE OF DECORATORS
SOCIETY OF MURAL PAINTERS
NATIONAL SCULPTURE SOCIETY